



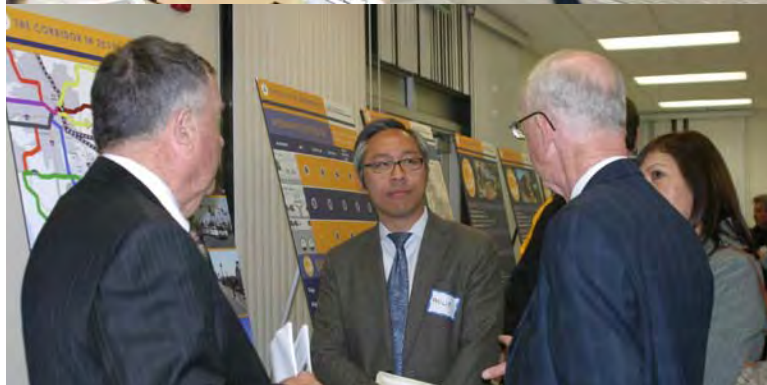
COMMUNITY MEETING SERIES #2 - SUMMARY



WEST SANTA ANA BRANCH



JANUARY 2011



SOUTHERN CALIFORNIA



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WEST SANTA ANA BRANCH

INTRODUCTION AND BACKGROUND



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INTRODUCTION AND BACKGROUND

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REPORT PURPOSE

This report provides a summary of Community Meeting Series #2, conducted as part of the Pacific Electric Right-of-Way / West Santa Ana Branch Corridor (Corridor) Alternatives Analysis. The community meetings provided a public forum that allowed the project team to share detailed information on each of the alternatives under consideration as part of the Alternatives Analysis planning study, and to gather feedback, perspectives, experiences, issues and ideas from community members. Meetings were attended by residents from throughout the region, people who own property adjacent to the Corridor, business and civic leaders, elected and appointed officials, transit advocates, and other stakeholders. This summary presents a synthesized version of the input collected during the community meetings and is intended to support the Steering Committee in their selection of the final set of alternatives, and ultimately the Recommended Alternatives.

REPORT ORGANIZATION

This summary is organized into three sections: Introduction and Background, Discussion Themes, and Appendices. The information contained in each section is described below:

1. **Introduction and Background:** This section provides background information on the Pacific Electric Right-of-Way / West Santa Ana Branch Alternatives Analysis, including an introduction to the Corridor. It also provides an overview of the Alternatives Analysis process, including the Draft Purpose and Need Statement and Initial Screening Results. A review of Community Meeting Series #1 is also included. An overview of Community Meeting Series #2 is provided, including the community outreach and communication methods used to promote the meetings; the meeting schedule and attendance; and the meeting format.
2. **Discussion Themes:** This section contains themes synthesized from the input gathered from Community Meeting Series #2. The themes address both the future use of the Corridor and the alternatives under consideration.
3. **Appendices:** The appendices document all of the input recorded during the meetings, including notes from group discussions and individual comment cards submitted during the meeting. The Initial Screening Results presentation from the meetings and the presentation boards are also included.



INTRODUCTION AND BACKGROUND



PROJECT BACKGROUND

Pacific Electric Right-of-Way (PE ROW) / West Santa Ana Branch Corridor

The Corridor is a railroad right-of-way that extends for approximately 20 miles between the City of Paramount in Los Angeles County and the City of Santa Ana in Orange County. The Corridor was once part of the Pacific Electric Railway, or Red Car system, which provided mass transit service to Southern California from 1901 to 1961. Much of the Corridor has been abandoned and is not currently used for transit purposes.

Alternatives Analysis (AA) Planning Study

The Southern California Association of Governments (SCAG), in coordination with the Los Angeles County Metropolitan Transportation Authority (LACMTA) and the Orange County Transportation Authority (OCTA), is conducting a transit Alternatives Analysis (AA) for the PE ROW / West Santa Ana Branch. The AA analyzes potential transit service along the Corridor that can provide additional travel options between Los Angeles and Orange Counties.

The AA examines options for connecting potential transit in the Corridor to the Metro Blue Line, Metro Green Line, and Los Angeles Union Station on the north end, and to the Santa Ana Regional Transportation Center on the south end. Though alternatives will generally follow the existing Corridor, potential alignment and improvement options beyond the right-of-way are also being analyzed.

The AA process follows the Federal Transit Administration (FTA) guidelines and standards to provide a reasoned basis for the selection of the Recommended Alternatives. Selection will be based upon technical analysis as well as public input received through public workshops and other forums. Following FTA procedures also ensures that the identified transportation strategy is eligible for federal funding, if desired.

Typically, the AA study results in the identification of a preferred transportation alternative, or phasing of alternatives. As the owners of the right-of-way and the implementing agencies, LACMTA and OCTA will have the option to continue with the project into the environmental and engineering phases consistent with federal and state requirements.

Community Meeting Series #1

Coinciding with the initiation of the AA, Community Meeting Series #1 consisted of a series of six public workshops held between June 15, 2010, and June 23, 2010. A total of 185 people attended the workshops. The purpose of Community Meeting

INTRODUCTION AND BACKGROUND

Series #1 was to (1) inform community members about the project, including purpose, process, outcomes, timeline, and opportunities for public involvement, and (2) obtain input to be used in helping to formulate the evaluation criteria and process, alternatives, and public outreach methods.

A summary of Community Meeting Series #1 identified Major Themes that represent a synthesis of participant input on issues and challenges, solutions and opportunities, important destinations, and evaluation criteria for reuse of the Corridor.

The Major Themes from Community Meeting Series #1 include:

Issues and Challenges

- Traffic congestion and lack of parking availability constrain car travel.
- Current transit systems do not adequately serve transportation.
- Public transportation suffers from a negative public perception.

Solutions

- Enthusiasm for providing public transportation within the Corridor.
- Opportunities for development and neighborhood revitalization along with transit service within the Corridor.
- Widespread support for recreational trails and open space adjacent to a transit system.
- Consideration for opportunities other than transportation solutions.

Destinations

- Broad support for connections to existing and future transportation systems.
- Employment centers, large institutions, and entertainment venues provide the best opportunity for transit use.
- Stations should be located within an activity center.

Evaluation Criteria

- Preserving and enhancing quality of life.
- Balancing the necessity for convenient access to many local destinations with the ability to quickly reach regional destinations.
- Creating a sustainable system of choice.

The Major Themes were synthesized from initial community input shared during Community Meeting Series #1. A comprehensive summary of Community Meeting Series #1 is posted on the Project Documents page of www.pacificelectriccorridor.com.



INTRODUCTION AND BACKGROUND



Purpose and Need Statement and Initial Screening Results

After completing Community Meeting Series #1, the project team conducted additional research and analysis, and refined the set of alternatives. A Purpose and Need Statement (available on www.pacificelectriccorridor.com) was prepared to define information on communities and transportation in the study area, and evaluate the need for providing public transit. The refined transportation alternatives were also analyzed on a broad range of criteria, including community and environmental impacts; cost to build, operate, and ride; station stops and locations; and potential alignments for each of the alternatives. The findings of the analysis are included in the Initial Screening Results presentation that was shared during Community Meeting Series #2 (Appendix A).

The alternatives included a No Build alternative and a Transportation System Management (TSM) alternative that were required as part of the FTA Alternatives Analysis. The alternatives also included Bus Rapid Transit (BRT); three rail alternatives—streetcar, light rail transit, and diesel multiple unit (DMU); and two high-speed rail options—conventional steel wheel high speed rail and maglev high speed rail.

The AA process includes many and ongoing opportunities for public involvement (see Figure 1). In addition to the two completed series of community meetings, Community Meeting Series #3 will take place after a final screening of the Final Set of Alternatives has been conducted and will include a presentation of the findings of the evaluation process.

Figure 1: Alternatives Analysis Process Diagram



OBJECTIVES OF THE COMMUNITY MEETINGS

Community Meeting Series #2 was intended to:

- Continue to inform community members about the project, including purpose and need, process, current status, outcomes, timeline, and opportunities for public involvement.
- Obtain input to help define the Final Set of Alternatives.
- Create a comfortable, engaging environment where all attendees have the opportunity to provide meaningful input.

COMMUNITY OUTREACH AND COMMUNICATION

The meetings were publicized by a variety of methods to maximize awareness and participation from stakeholders. Publicity included the following:

- Approximately 38,000 flyers were hung on the doors of businesses and residents located within a 4-block radius of the Corridor and northern railroad corridors connecting Downtown Los Angeles and Union Station. Flyers were bilingual (English and Spanish) and trilingual in Garden Grove (English, Spanish, and Vietnamese).
- Approximately 5,000 flyers were provided to different cities, at their request, to be made available in public areas, such as city hall or libraries.
- An invitation was emailed to nearly 500 stakeholders and other interested parties who had requested notification.
- Presentations were given at seven city council meetings (Huntington Park, Cerritos, South Gate, Paramount, Artesia, Bellflower, and Buena Park).
- Announcements were made during the public comment period at 11 additional city council meetings (Downey, Lynwood, Cudahy, Maywood, Garden Grove, Lakewood, Vernon, Santa Ana, Anaheim, Cypress, and Stanton).
- Phone calls were made and announcements were sent to various community-based organizations, business groups, civic organizations, and environmental justice groups located within all 21 cities in the study area.
- A press release was distributed to local and community newspapers, including the *Orange County Register*, *Press Telegram*, *Paramount Journal*, *Los Angeles WAVE* (Lynwood Press), *Downey Patriot*, *Downey Connect*, *Buena Park Independent*, *Garden Grove Journal*; local transit blogs and other media outlets.



INTRODUCTION AND BACKGROUND



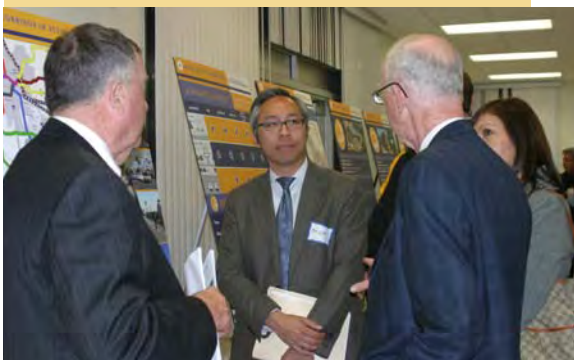
- Information was provided to the public information officers of 19 cities to distribute to the public and to notify elected and appointed officials.
- Briefings and interviews were conducted with the project Steering Committee and the Technical Advisory Committee.

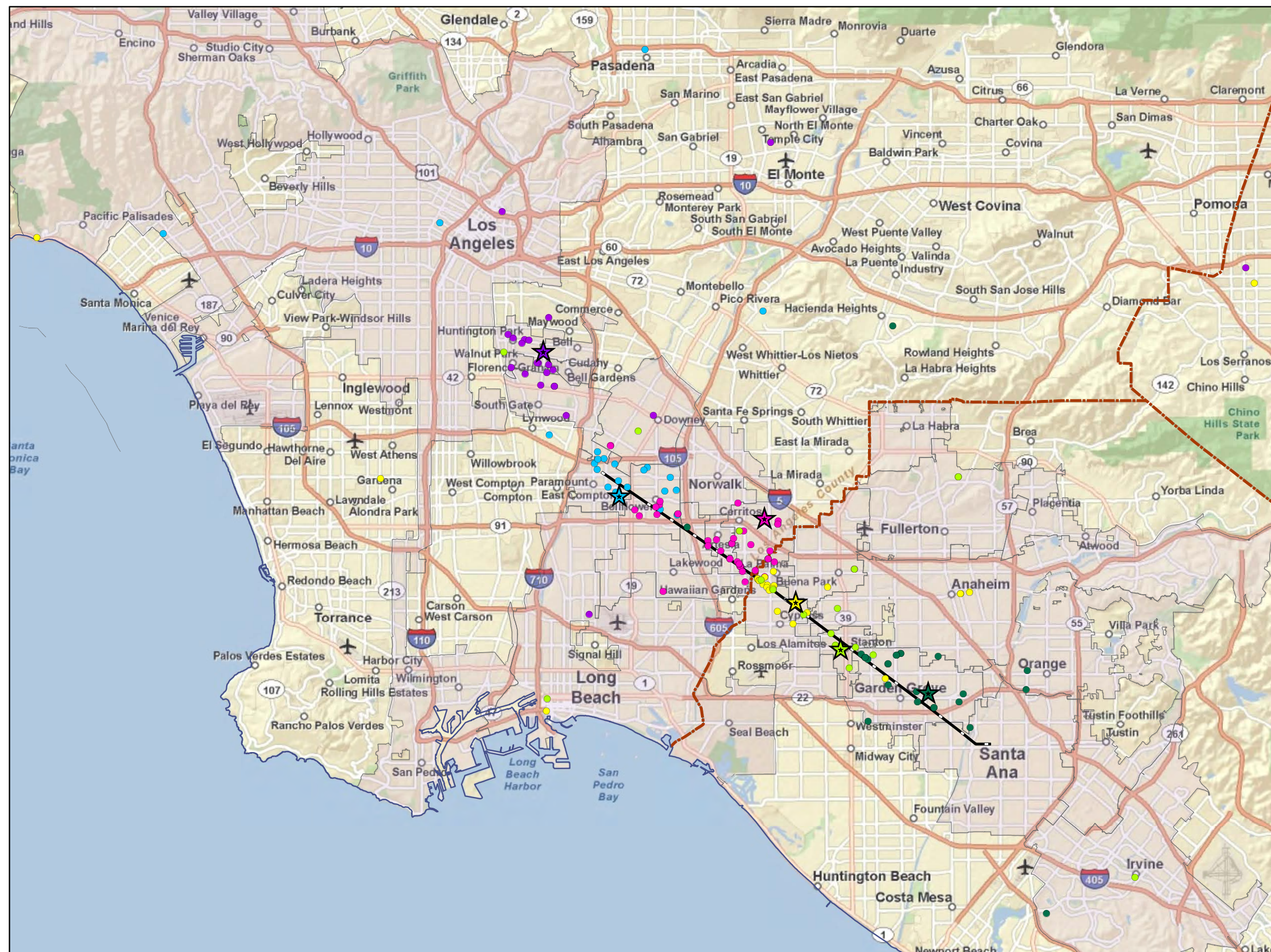
MEETING SCHEDULE AND ATTENDANCE

Community Meeting Series #2 consisted of six meetings located in communities along the Corridor study area. The meetings were held between November 16, 2010, and December 11, 2010, with each one in a different city in the Corridor study area. Meetings were held in the same six cities as Community Meeting Series #1. The schedule of meetings can be found in Table 1. In total, 169 people participated in the meetings. A map of the meeting locations and the addresses attendees provided when registering at the meeting are found in Figure 2. As demonstrated in Figure 2, many participants attended the meeting within the nearest geographical proximity.

Table 1: Schedule of Community Meetings

Location	Date	Attendees
Paramount	November 16, 2010	24
Cerritos	November 23, 2010	44
Huntington Park	December 1, 2010	27
Garden Grove	December 2, 2010	26
Cypress	December 7, 2010	30
Stanton	December 11, 2010	18





Legend

- Corridor ROW
- County
- Coastline
- City Limits

Workshop Locations

- ★ Cerritos
- ★ Cypress
- ★ Garden Grove
- ★ Huntington Park
- ★ Paramount
- ★ Stanton

Attendees At

- Cerritos
- Cypress
- Garden Grove
- Huntington Park
- Paramount
- Stanton

0 2 4 Miles

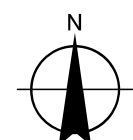


Figure 2: Meeting Locations and Meeting Attendee Addresses

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MEETING FORMAT

The community meetings provided a public forum that allowed the project team to share detailed information on each of the alternatives being considered as part of the AA, including the No Build and TSM alternatives, and to gather thoughts, perspectives, experiences, issues, and ideas from community members on each of the different alternatives.

Registration and Open House

Upon arrival, attendees were asked to sign in. An open house was typically set up near the sign-in table and included presentation boards containing information about the Corridor, the set of transportation alternatives being evaluated, potential alignments, and the planning process (Appendix B). Attendees had the opportunity to review the information on the boards and ask questions to members of the project team.

Presentation on the Initial Screening Results

The meeting began with a welcome and an overview of the meeting agenda. The project team then gave a presentation that provided background on the AA process and the Corridor, and also provided more detailed information on the eight alternatives that were analyzed during the initial screening analysis. The presentation included the purpose and need findings, a description of the initial set of alternatives and results of the initial screening (see Appendix A). Also included in the presentation was a description of the project purpose, process, outcomes, timeline, and opportunities for public involvement.

Discussion Groups

Following the presentation, attendees joined discussion groups. Each group had at least one facilitator who led the group in a discussion and recorded notes on the flip chart. Discussion groups addressed a series of questions intended to gather input on the specific alternatives being considered as part of the AA. Each discussion group addressed the following questions:

BRT Alternative

- Would bus rapid transit (BRT) meet your community's transportation needs? Why or why not?
- Would you ride bus rapid transit (BRT) if it were built? Why or why not?
- Is bus rapid transit (BRT) a reasonable solution considering the investment required to implement it?



INTRODUCTION AND BACKGROUND



Rail Alternatives

- Would any of the rail alternatives meet your community's transportation needs? Why or why not?
- Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?
- If one of the rail alternatives were built, would you use it? Which one, and why?
- Are any of the rail alternatives a reasonable solution considering the investment required to implement them?

High Speed Rail Alternatives

- Would high speed rail meet your community's transportation needs? Why or why not?
- Do you prefer one of the two high speed rail alternatives over the other? What characteristics do you feel distinguish each?
- If one of the high speed rail alternatives were built, would you use it? Why or why not?
- Is either high speed rail alternative a reasonable solution considering the investment required to implement it?

Time was monitored by meeting facilitators to ensure that participants had the opportunity to answer each of the questions. A transcription of the flip chart notes is provided in Appendix C.

Comment Cards

Attendees were also given comment cards that solicited input on each of the eight alternatives and were asked to provide thoughts and comments. Attendees were encouraged to take notes on each of the alternatives during the discussion. As the discussion concluded in each of the groups, facilitators distributed three green sticky dots and participants were asked to place a dot next to three alternatives that they felt should be studied further. Participants were also asked which alternatives they placed their dots on, and why, at the conclusion of the discussion. Comment cards collected from each meeting can be found in Appendix D.

Discussion Group Reports

After the group discussions, people in attendance reconvened and a volunteer representative from each of the small groups shared with the larger group some of the issues and thoughts discussed during their respective group.

Wrap Up

At the conclusion of the meeting, the project team shared the next steps in the process and identified ways for the public to submit additional comments and stay informed as the project progressed. A door prize drawing was also held at each meeting. The project team also stayed to answer any remaining questions.

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DISCUSSION THEMES



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DISCUSSION THEMES

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DISCUSSION THEMES

The Discussion Themes from Community Meeting Series #2 are listed below and reflect the feedback, perspectives, experiences, issues, and ideas on the different alternatives collected in the small group discussion during the six meetings and submitted through comment cards. The input has been synthesized to reflect general input that addresses issues that are relevant to the project as a whole and/or relate to how the Corridor should be used. Other themes reflect specific input on each of the different alternatives.



Continued enthusiasm for providing public transit within the Corridor.

As in Community Meeting Series #1, many attendees were excited about the potential for providing public transit within the Corridor and were eager to consider and discuss different transportation solutions. Attendees often expressed that the Corridor is a unique asset that provides a special opportunity to provide public transit. Many attendees also felt that the Corridor could provide a critical link between Orange County and Los Angeles, and that public transit was needed to meet future regional transportation needs.



DISCUSSION THEMES

Preserving and enhancing quality of life remains a critical issue.



There were prevailing concerns among attendees over potential impacts to quality of life from the introduction of transit service in the Corridor. Concerns were generally similar to those expressed during Community Meeting Series #1. Attendees who shared that they lived in homes abutting the Corridor or near the Corridor were especially concerned about impacts from the introduction of transit service, and the potential that it would lead to a decrease in property values. However, many attendees, regardless of where they lived, shared some concern for potential impacts to quality of life due to implementing transit service in the Corridor. Environmental and community impacts such as air quality, noise, vibration, visual impacts, privacy, and crime were among the issues that concerned attendees. Attendees frequently inquired about potential mitigation measures that could be incorporated into the project design to reduce impacts.

Awareness of the challenges from potential at-grade crossings along the Corridor.



Attendees were aware that the diagonal orientation of the Corridor and the number of street crossings, especially major arterial streets, will present a challenge in providing public transit. There was concern that at-grade crossings would negatively impact the operations of any transit system in the Corridor, and that impacts would also occur to traffic on local streets crossing the Corridor. Many potential solutions, including at-grade, below-grade, and above-grade, were shared, although a preference was not identified.

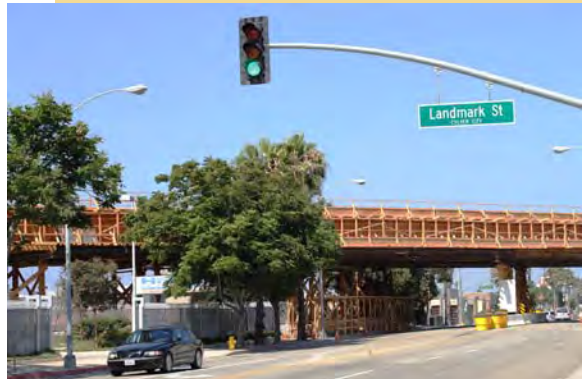
Consideration of other opportunities for the Corridor.

Many attendees supported leaving the Corridor as it is. Others were supportive of using the Corridor to provide opportunities for recreation. Many attendees were supportive of including a linear bicycle and pedestrian trail in the Corridor, in conjunction with or instead of a transit system.



Concerns over funding for providing transit in the Corridor.

Many attendees were concerned with whether adequate funding would be available to implement transit within the Corridor. Other attendees expressed a desire to see that funds were well spent and appropriated in a responsible manner; and that any transit in the Corridor is well-utilized. Still, a few people felt that implementing transit in the Corridor was not worth any investment.



DISCUSSION THEMES



Bus Rapid Transit (BRT) is a pragmatic and sensible solution, but it has obstacles to implementation.



Many participants felt that BRT was a good transportation solution because of its relatively low cost to build and operate, and inexpensive cost to ride. Some people also thought BRT was attractive because it would be easier to execute and quicker to build, and would be in operation sooner than other alternatives. BRT was perceived by some to have the potential for fewer environmental impacts. Overall, BRT received lackluster support because it was viewed as a “second-rate” transit service. Many people expressed doubts that the negative public perception of buses could be overcome, and that the system would not have the ridership necessary to be successful. In general, attendees felt that BRT would meet their transportation needs but doubted its efficiency without a dedicated right-of-way beyond the PEROW Corridor.



Although not widely considered a right fit for the Corridor, streetcar was a favorable technology.



In general, many participants liked the streetcar vehicle. It was viewed as an alternative that would be nostalgic to the old red car line, had the potential to attract tourists, and would provide a smooth ride on an electric-based system. Its slow travel speed was viewed as possibly having less community and environmental impacts than some of the other alternatives. However, many participants did not see it as a right fit for this Corridor. The slow travel speed and frequent stops were perceived to meet local transportation needs, but not the regional transportation needs viewed as an essential opportunity for connecting communities along the Corridor. Furthermore, there was concern that this alternative would have low ridership because of the mismatch between transportation needs and the operational characteristics of streetcar, and it was not worth the investment required to implement it.



Strong support was expressed for light rail, especially for its potential for serving the community's transportation needs.

Of all the transit alternatives, participants indicated the strongest preference for light rail. Many considered it to be an efficient system that would provide the right balance of local and regional service for the Corridor. Participants also expressed that station spacing is appropriate for the surrounding communities' economic and transportation needs. In addition, it was viewed as a familiar technology, with the highest potential for return on investment. Participants liked that it has been proven successful locally and that it would be compatible with existing systems. While few expressed reservations about the technology, some felt that it was not cutting edge, and that the Corridor is prime for innovation.



Diesel Multiple Unit (DMU) was generally viewed as unfavorable because of the diesel-based technology.

Although some participants saw DMU as a potential solution for the Corridor, it did not receive widespread support from workshop attendees. Great concern was expressed over the use of diesel fuel by a DMU. Participants cited air quality impacts and public health concerns as their dominant reasons for not supporting this option. Furthermore, some community members indicated that too many diesel sources already exist in the area, and they did not want the introduction of another. Although participants recognized some cost savings from DMU as well as the benefit of a shared track system with existing freight service, participants did not feel that the introduction of a new technology that was inconsistent with other locally proven systems was worth the savings. Participants who were supportive of DMU expressed that the travel speed and station spacing could be a good fit for the existing communities, although others expressed concern that station spacing may be too far apart.



DISCUSSION THEMES



Conventional high speed rail is a good solution to statewide transportation needs, but would not provide access to local destinations needed along the Corridor.



Most attendees felt that high speed rail was not a right fit for the Corridor, because of a perception that it serves regional transportation needs exclusively. People also expressed concern that communities along the Corridor would be burdened with the impacts without receiving sufficient benefits. Attendees also felt that high speed rail in the Corridor would be a duplicate of the planned California High Speed Rail System (CAHSR), which received general support from participants. There were also significant concerns about the high cost to build, operate, and ride high speed rail, and that the ridership projections were low, making it less cost effective.



Maglev had a mixed reception, with many participants expressing it was an unreasonable solution, but others suggesting a lower speed option that could meet community needs.



As with conventional high speed rail, participants were not generally in support of maglev high speed rail. Many felt that the Corridor is too short to support high speed travel; high speed maglev would lack sufficient stops to serve the surrounding communities; and the costs to build, operate, and ride are too high. However, some people supported a modified maglev system that would have more stops than a high speed maglev system, and would operate at a slower speed. Those participants felt it was a more cutting-edge approach for the Corridor and would provide a quieter and cleaner service than the other alternatives. Others expressed concern that the technology is unproven in the United States, would be incompatible with existing systems, and would be redundant and inferior to the planned CAHSR system.

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APPENDICES



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APPENDICES

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APPENDIX A:

POWER POINT PRESENTATION



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Initial Screening Results

November 2010

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Meeting Purpose

Why are we here today?

- Inform you about the alternatives we've been evaluating since our last meeting
- Hear your thoughts and ideas about:
 - Which alternatives to study further





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Public Participation Program





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Overview of Presentation

Starting Initial Screening Discussion with Overview of:

- Purpose and Need Findings
- Description of Initial Set of Alternatives
- Initial Screening Results

Decision on Final Set of Alternatives: January 2011





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Why This Corridor?

- Large share of regional population and employment
- Existing and future high population and employment densities
- Corridor highway system operates at-capacity and beyond
- Corridor residents are isolated and have limited travel options
- Significant transit dependent population





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Transportation System Challenges

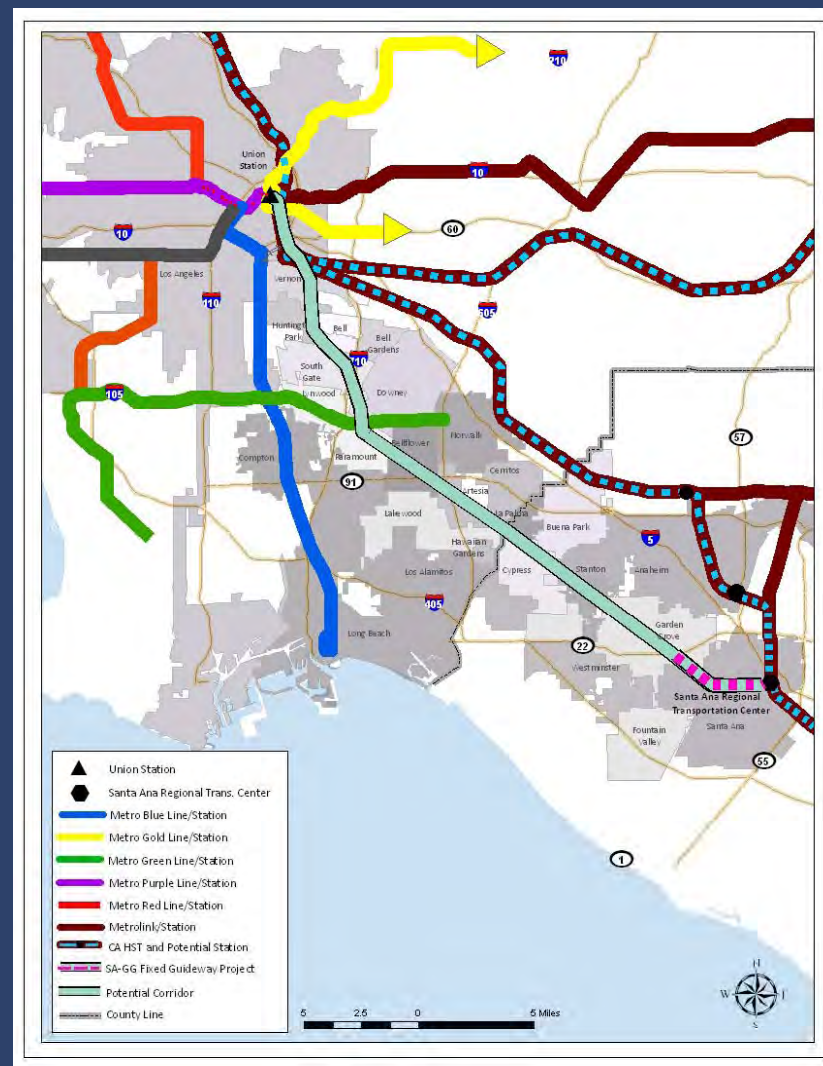
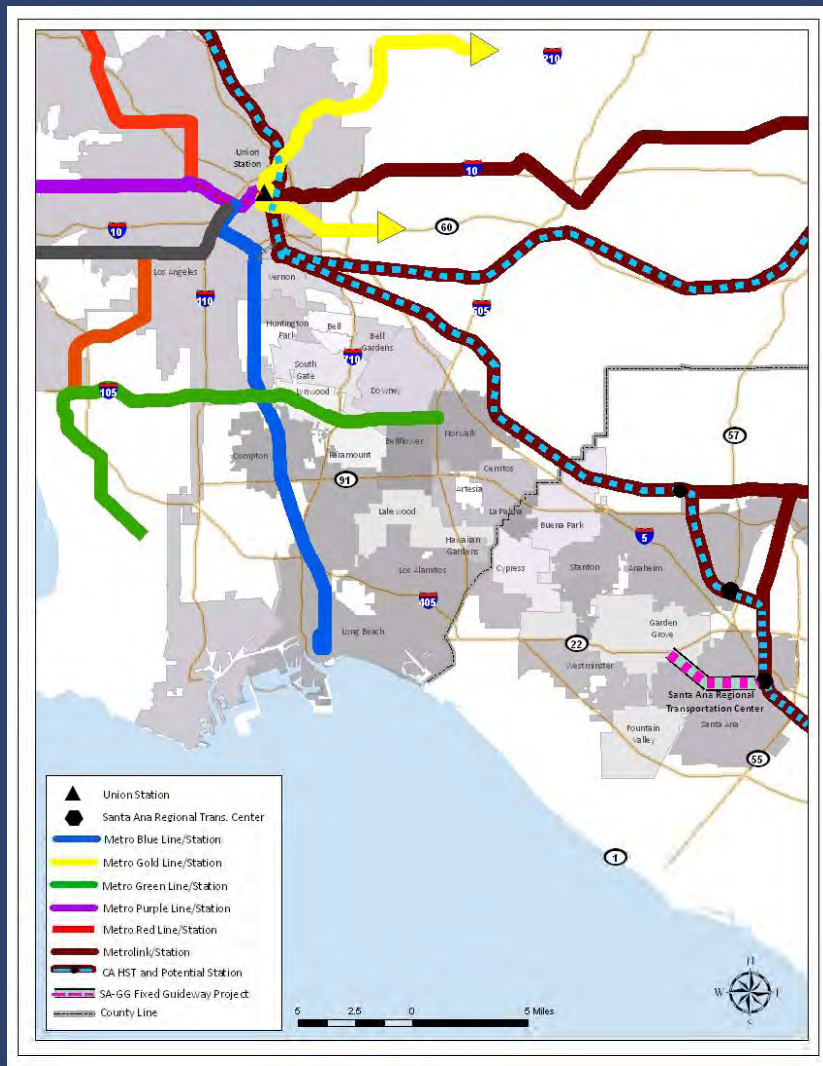
From a transportation system perspective:

- Corridor highway system operates at-capacity and beyond today and in the future
- Corridor residents lack connections to the regional transit system and have few travel options
- Corridor transit system operates at-capacity and beyond in some areas
- Corridor contains a significant low income/transit dependent population



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Potential Corridor System





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Alternatives Considered



No Build Alternative



TSM Alternative



Bus Rapid Transit (BRT)



Street Car (STCR)



Light Rail Transit (LRT)



Diesel Multiple Unit (DMU)



High Speed Rail (HSR)
-Conventional
-Maglev





Trips	Serves regional and local trips
Speed	Street-running (10-14 mph) HOV (25-35 mph) Speed constrained by peak period congestion
Station Spacing	1.0 mile between stations
Land Use Plans	Support for development/revitalization plans proven internationally (Canada, Australia)





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Rail Alternative Alignments



Trips	Serves regional and local trips
Alignment	Use RR ROW with temporal separation or provide 3 tracks
Speed	Provides a low to medium speed: 8.5 - 15 mph (Streetcar); 25-35 mph (LRT); 25-55 mph (DMU)
Station Spacing	0.2-0.5 miles between stops (Streetcar) 1-1.5 miles (LRT); 1.5-3.0 miles (DMU)
Land Use Plans	Demonstrated support for development/revitalization plans





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High Speed Rail Alignment



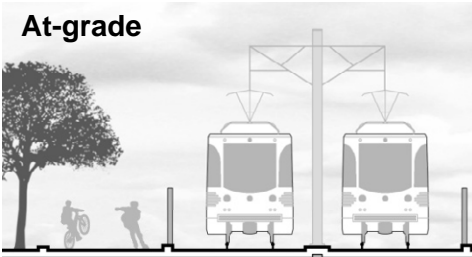

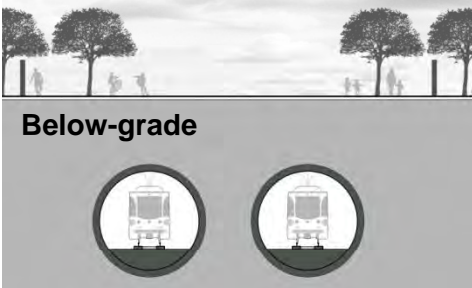
Trips	Serves regional trips
Alignment	Requires separate ROW for Northern Connection area
Speed	Provides high speed of 110-220 mph
Station Spacing	10-20 miles between stations
Land Use Plans	Demonstrated support for high density development nationally (Conventional) and internationally (Conventional & Maglev)





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Vertical Alignments

Alignment	BRT	Streetcar	Light Rail	Diesel Multiple Unit	High Speed Rail
At-grade 	✓	✓	✓	✓	—
Above-grade 	✓	✓	✓	✓	✓
Below-grade 	—	✓	✓	—	✓





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Initial Screening Criteria

Initial set of alternatives evaluated based on:

- Public and Stakeholder Input
- Mobility Improvements including ridership and travel speed
- Support for development/revitalization plans
- Environmental Impacts
- Engineering and Operating Viability





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Public and Stakeholder Input

Input provided through:

Advisory committees

October/November/January

Community meetings

November/December

Elected Official/Stakeholder briefings

October-January

Public presentations

October-December

Public comments

October-December





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Conceptual Ridership

Range of possible Daily Boardings based on:

- Similar projects
- Proposed alignments and station spacing

	BRT	RAIL	HSR
Conceptual Ridership	19,200-32,400	26,000-57,600	2,400-4,800





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Conceptual Cost to Build

Order-of-Magnitude Construction Costs*

Union Station to Santa Ana Regional Transportation Center
(2010\$, billions)

	BRT	STCR	LRT	DMU	HSR	
					Conventional	Maglev
At-Grade	\$0.60	\$1.30	\$1.60	\$1.22	-	-
Above-Grade	\$2.18	\$3.95	\$4.21	\$4.11	\$4.91	\$5.94
Below-Grade	**	\$9.81	\$10.61	**	\$13.35	\$14.01

* These costs are conceptual order of magnitude estimates

** Typically not done due to ventilation issues





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Funding Sources

Possible Funding:

Los Angeles County
Measure R Funds *

\$649 million

Other Funding
(50 percent match from local,
regional, state, and federal)

+ \$649 funding

Projected Available Funding

\$1,298 billion

* LACMTA 2009 LRTP, escalated to year of expenditure (2027)





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Conceptual Cost To Operate and Ride

Annual Cost to Operate (\$2010)

	BRT	Street Car ²	LRT ¹	DMU	High Speed Rail ³
Cost Per Service Hour	\$80-120	\$140-150	\$160-250	\$250-300	\$2,500-3,000

Current/Forecast Fare

Fare Per One-Way Trip	\$1.50	\$2.05	\$1.50	\$2.00	\$50-55*
	Metro Orange Line	Portland, West Sacramento	Metro Gold Line	NCTD Sprinter	Amtrak Acela

¹ Metro Eastside Phase 2 Preliminary Operating Costs Technical Memorandum

² Portland Streetcar Operating & Maintenance Division

³ SCAG High Speed Regional Transportation Alternative Analysis, Alternative Analysis

Note: Operating Cost stated as being within 5% for Maglev & Steel Wheel HSR Systems

* Baltimore to Washington, DC

Conceptual Cost Per Rider

Order-of-Magnitude Cost Per Rider*

Union Station to Santa Ana Regional Transportation Center
(2010\$)

Conceptual Annual Cost Per Rider	BRT	STCR	LRT	DMU	HSR	
					Conventional	Maglev
	\$20-50	\$10-40	\$10-50	\$10-50	\$460-920	\$580-1150

* These costs are conceptual order of magnitude estimates



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Environmental Concerns

Key environmental and community impacts identified by the public and stakeholders:

- Noise and Vibration
- Air Quality
- Visual and Privacy
- Traffic Impacts
- Property Acquisition





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Noise and Vibration Impacts

Average 24-hour Noise Exposure¹:

Noise (dBA)	Hwy 4 lanes	BRT ^{2,3}	STCR ³	LRT ³	DMU ³	HSR	
						Conventional	Maglev
	79	63/65	64	64	65	71	64

Source: FTA

¹ Represents conditions with no noise mitigation measures

² Represents electric/diesel buses.

³ Represents operation noise only; noise from bells, horns, and warning gates to be identified when more detailed design information is available. (Metro Gold Line = 67 – 76 dBA, Freight = 90 – 110 dBA)

Vibration Impacts:

Vibration Category	Hwy 4 lanes	BRT	STCR	LRT	DMU	HSR	
						Conventional	Maglev
	1	1	1/2	3	4/5	5	4/5

Source: FTA

1. Rubber tire systems

2. Lighter, smaller/weight steel-wheel vehicles; low operating speeds

3. Medium-sized/weight steel-wheel vehicles coupled together; medium speed

4. Heavier-weight, larger vehicles; faster operating speeds

5. Locomotive-operated systems; fastest operating speeds

Categories 3-5 may require vibration mitigation





WEST SANTA ANA BRANCH

Air Quality

Air Quality Benefits

	No Build	BRT	STCR	LRT	DMU	HSR	
						Conventional	Maglev
Regional Emissions	Base	Yes	Yes ¹	Yes ¹	Yes/No ²	Yes ¹	Yes ¹
Local Emissions	Base	Yes ³	Yes	Yes	No	Yes	Yes
Carbon Monoxide	Base	Yes ³	Yes	Yes	No	Yes	Yes
Toxics	Base	Yes ³	Yes	Yes	No	Yes	Yes
Greenhouse Gases	Base	Yes	Yes	Yes	Yes	Yes	Yes

¹ Assumes electrical power meets California Renewables Portfolio Standard (RPS).

² Provides benefits over No Build conditions, minor increase in regional emissions from clean diesel operations

³ Assumes buses run on natural gas or other alternative fuel, rather than diesel.

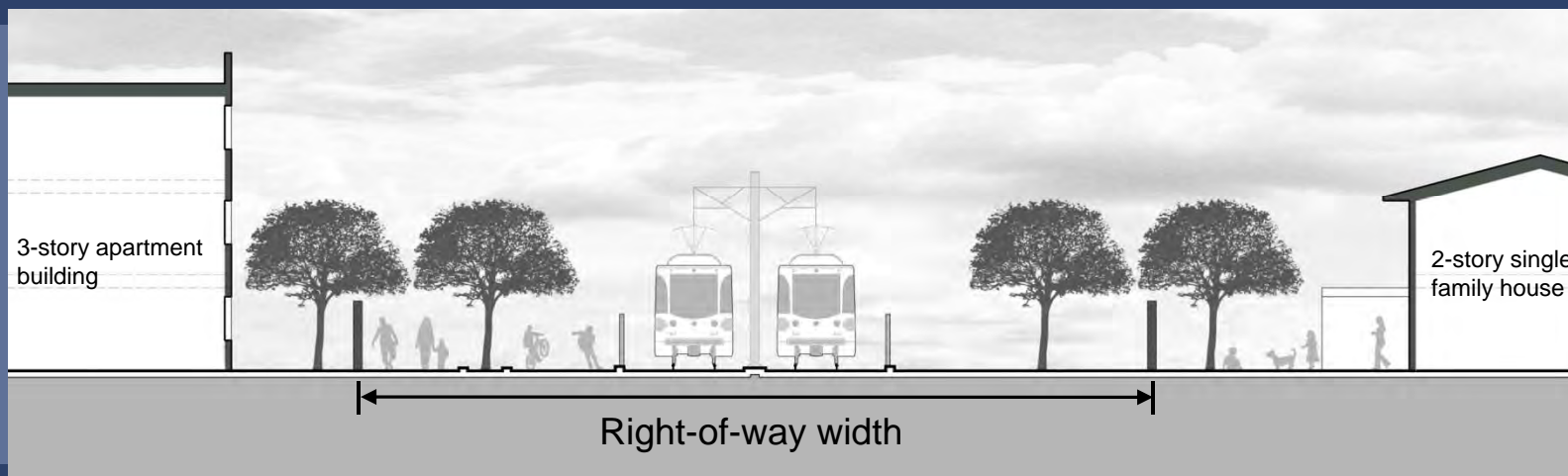




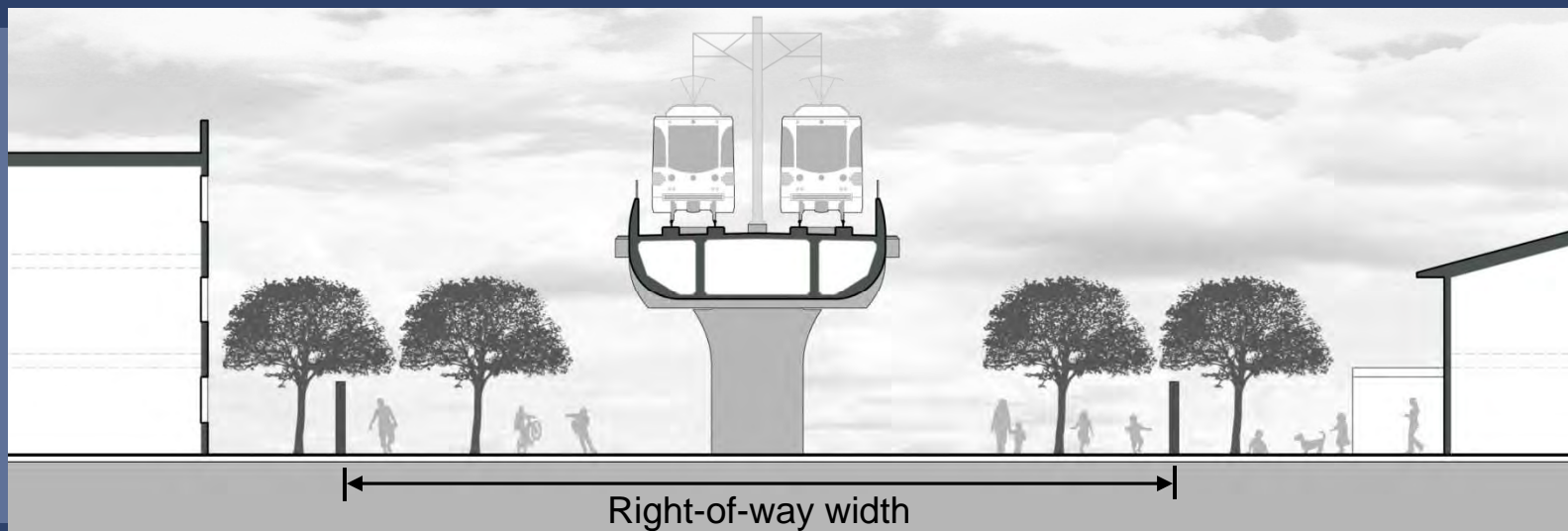
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Visual and Privacy

At-Grade



Above-Grade





WEST SANTA ANA BRANCH

Traffic Impacts

Summary of possible traffic impacts:

- At-grade operational impacts include:
 - Traffic signal cycle changes
 - Queuing and capacity impacts
 - On-street parking impacts
 - Bikeway and pedestrian safety
- Above-grade operational impacts due to columns:
 - Visual and safety impacts
 - Capacity, left turn lanes, and parking impacts
- Unique diagonal street crossings will increase traffic impacts





WEST SANTA ANA BRANCH

Property Acquisition

Acquisition may be required for:

- Stations, bus/shuttle transfer, parking, and other facilities
- Alignment/System requirements

Possible Acquisition (parcels) Along PE ROW from Metro Green Line to Santa Ana RTC

BRT	STCR	LRT	DMU	HSR	
				Conventional	Maglev
—	—	Less than 10	Less than 10	More than 100	More than 100

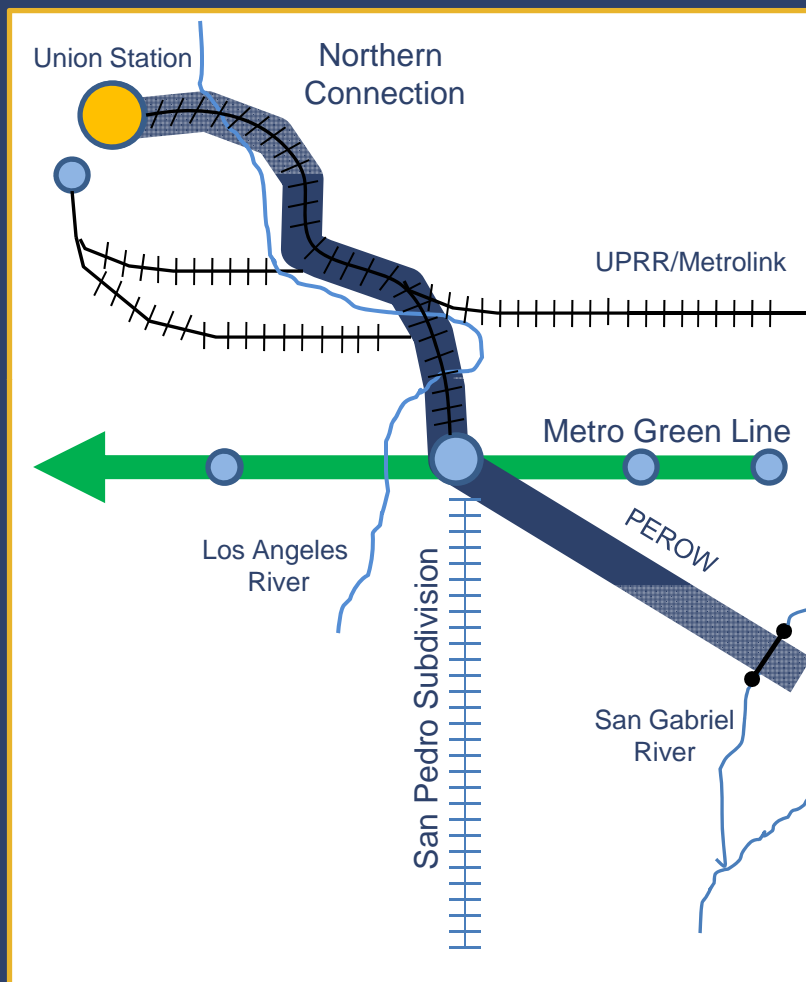
Acquisition requirements from Metro Green Line north to Downtown Los Angeles to be identified in next study phase





WEST SANTA ANA BRANCH

Northern Connection Challenges



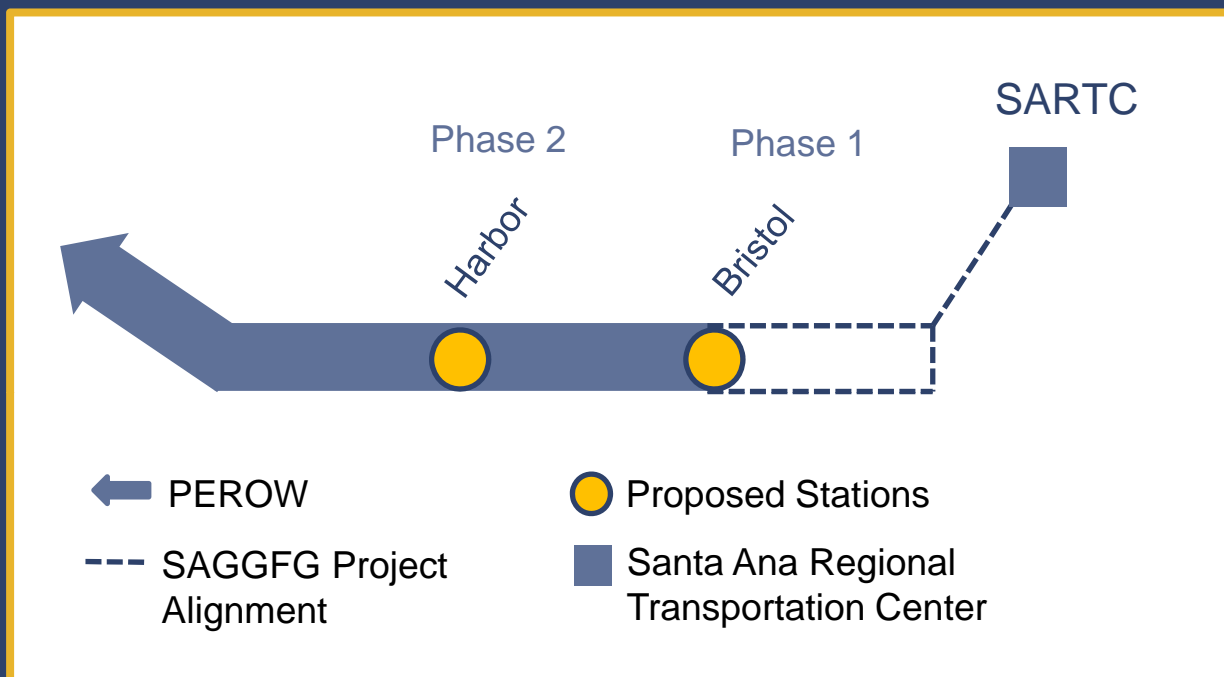
- Compatibility with:
 - Freight rail operations
 - Metrolink and CAHST service
 - Metro Green Line
- Multiple approving/cooperating agencies
- Limited track capacity from UPRR/Metrolink tracks into Union Station
- Fit with city street operations with high truck volumes





WEST SANTA ANA BRANCH

Southern Connection Challenges



SAGGFG Project Schedule

Complete	Date
Evaluation of Final Alternatives	Spring 2011
Draft Environmental Document	Summer 2011
Preliminary Engineering	Spring 2012
Phase I Construction	Winter 2014/ Spring 2015
Phase II Construction	Fall 2020

Fit with Santa Ana-Garden Grove Fixed Guideway Project:

- Study and implementation timeframe
- Fit with planned modes





WEST SANTA ANA BRANCH

Operating Viability

Operating Assessment

	BRT	STCR	LRT	DMU	HSR	
					Conventional	Maglev
Metro/OCTA System Fit	✓	*	✓	No existing entity		No existing entity
CAHST System Fit					✓	No
Domestic Revenue Service	✓	✓	✓	✓	✓	Not yet
Can meet Federal “Buy America” Requirements	✓	✓	✓	✓	✓	Not yet

* May fit with future SAGGFG project operations





WEST SANTA ANA BRANCH

Initial Screening Summary

	BRT	STCR	LRT	DMU	HSR	
					Conventional	Maglev
Serves: Local trips	✓	✓	✓	✓		
Regional trips	✓		✓	✓	✓	✓
Provides support for local plans	*	✓	✓	*	*	*
Requires Acquisition	Minimal	Minimal	Minor	Minor	Major	Major
Has Air Quality Benefits	Yes	Yes	Yes	No**	Yes	Yes
Fit with current system plans	✓	✓	✓	No	No	No
Has State and Federal approved vehicles/system	✓	✓	✓	✓	✓	Not Yet
Conceptual Ridership	19,200-32,400	26,000-39,000	26,000-57,600	26,000 - 57,600	2,400-4,800	2,400-4,800
Conceptual Cost to Build (\$2010, billions)	\$0.6-2.2	\$1.3-4.0	\$1.6-4.2	\$1.2-4.1	\$4.9	\$5.9
Conceptual Annual Cost Per Rider	\$20-50	\$10-40	\$10-50	\$10-50	\$460-920	\$580-1,150

* Proven nationally and internationally

** Some regional benefits





WEST SANTA ANA BRANCH

Final Set of Alternatives

In January, 2 alternatives identified for further study based on:

- Meets Project Purpose and Need
- Appears viable from cost/ridership, funding, engineering, operating and environmental perspective
- Has public/stakeholder support (meets local goals)





WEST SANTA ANA BRANCH

Listening to You

Building our future through our choices today – Please share your thoughts and ideas with us.

Find your group assignment on your nametag.

BOB

3





WEST SANTA ANA BRANCH

Ground Rules for Breakout Sessions

- Only one person to speak at a time. . . *everyone participates.*
- Listen for understanding. . . *not for response.*
- Suspend snap judgments. . . *try on other's ideas for size; however, agree to disagree.*
- Stay on the timeline; keep comments concise, avoid repetition. . *avoid war stories or soapboxes.*
- Each member of the group is equal, all comments matter. . . *share the airtime.*





WEST SANTA ANA BRANCH

Next Steps

Community Meetings

**November 2010
December 2010**

**Technical Advisory Committee
Discussion**

January 2011

**Steering Committee
Recommendation
On Final set of Alternatives**

January 2011



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

www.scag.ca.gov



WEST SANTA ANA BRANCH

Contact Us

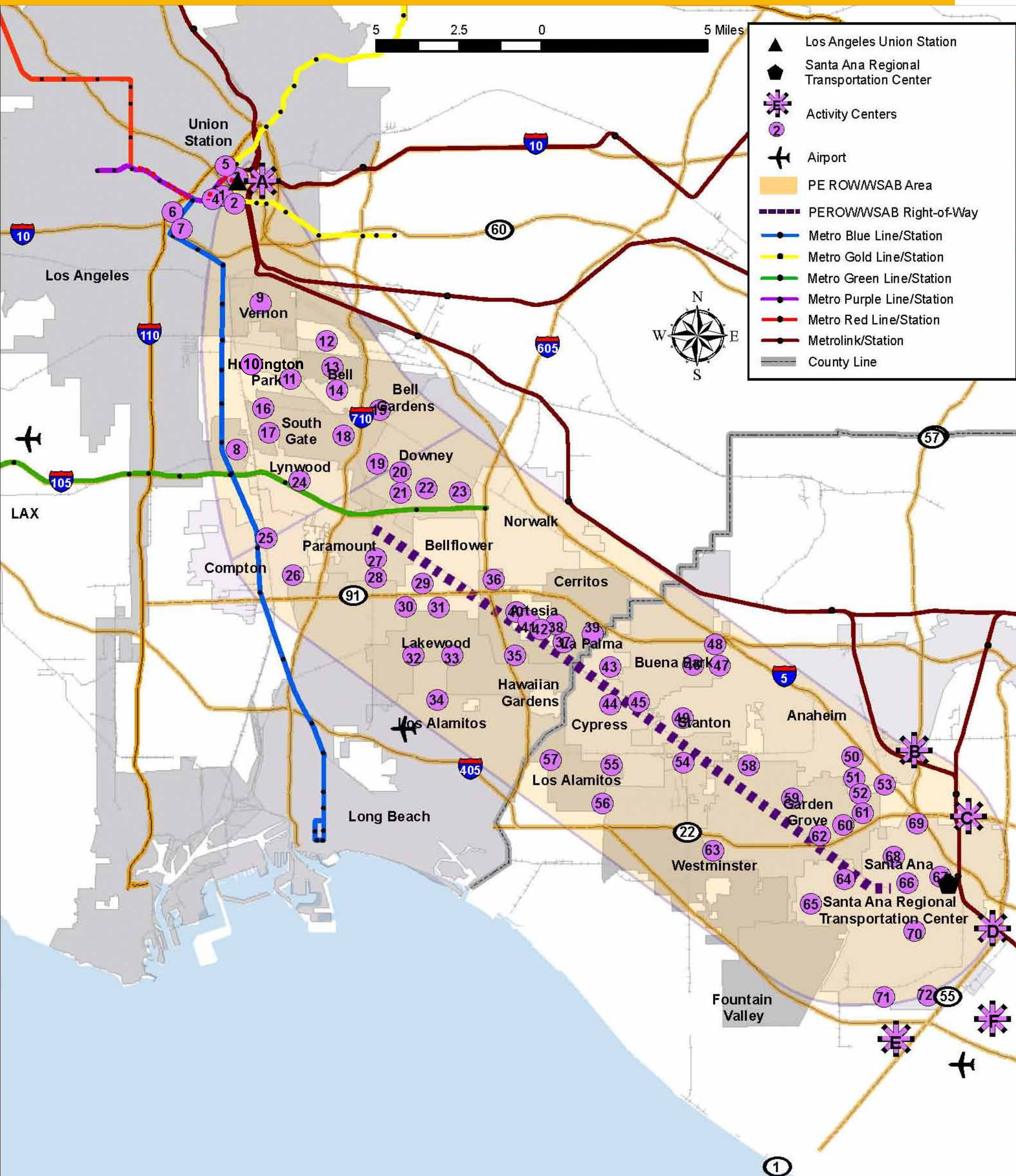
Thank you for your participation! Please continue to share your thoughts and ideas by:

- **Mail** – Philip Law, Project Manager, SCAG, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017
- **Call** – 213.236.1842
- **Email** – law@scag.ca.gov
- **Project website** – www.pacificelectriccorridor.com
- **Facebook** – search SCAG



APPENDIX B:

PRESENTATION BOARDS



ACTIVITY CENTERS/DESTINATIONS

- | | |
|--|---|
| 1. Civic Center, Los Angeles | 38. Cerritos Town Center, Cerritos |
| 2. Little Tokyo, Los Angeles | 39. Cerritos Center for Performing Arts, Cerritos |
| 3. Olvera Street and Pueblo de Los Angeles State Park, Los Angeles | 40. Civic Center, Artesia |
| 4. Music Center and Disney Hall, Los Angeles | 41. Little India, Artesia |
| 5. Chinatown, Los Angeles | 42. Pioneer Hospital, Artesia |
| 6. Staples Center and Los Angeles Convention Center, Los Angeles | 43. Civic Center, La Palma |
| 7. California Hospital and Medical Center, Los Angeles | 44. Civic Center, Cypress |
| 8. Watts Tower State Historic Park, Los Angeles | 45. Cypress College, Cypress |
| 9. Civic Center, Vernon | 46. Knott's Berry Farm, Buena Park |
| 10. Pacific Avenue, Huntington Park | 47. Buena Park Mall, Buena Park |
| 11. Community Hospital, Huntington Park | 48. Civic Center, Buena Park |
| 12. Civic Center, Maywood | 49. Anaheim General Hospital, Anaheim |
| 13. Civic Center, Bell | 50. Anaheim Convention Center, Anaheim |
| 14. Civic Center, Cudahy | 51. Disneyland, Anaheim |
| 15. Civic Center, Bell Gardens | 52. The City Center, Anaheim |
| 16. South Gate Plaza, South Gate | 53. UC Irvine Medical Center, Anaheim |
| 17. Civic Center, South Gate | 54. Civic Center, Stanton |
| 18. South Gate Park, South Gate | 55. Los Alamitos Racetrack, Los Alamitos |
| 19. Los Amigos County Golf Course, Downey | 56. Los Alamitos Armed Forces Reserve Center, Los Alamitos |
| 20. Rancho Los Amigos Medical Center, Downey | 57. Civic Center, Los Alamitos |
| 21. Civic Center, Downey | 58. Garden Grove Promenade and Pavilion Plaza, Garden Grove |
| 22. Stonewood Shopping Center, Downey | 59. Civic Center, Garden Grove |
| 23. Downey Medical Center, Downey | 60. Harbor Plaza and Garden Grove Center, Garden Grove |
| 24. Civic Center, Lynwood | 61. Crystal Cathedral, Garden Grove |
| 25. Civic Center, Compton | 62. Garden Grove Hospital, Garden Grove |
| 26. Compton Community College, Compton | 63. Little Saigon, Westminster |
| 27. Civic Center, Paramount | 64. Willowbrook Municipal Golf Course, Santa Ana |
| 28. Suburban Medical Center, Paramount | 65. Centennial Regional Park, Santa Ana |
| 29. Civic Center, Bellflower | 66. Civic Center, Santa Ana |
| 30. Bellflower Medical Center, Bellflower | 67. Downtown Santa Ana, Santa Ana |
| 31. Bellwood General Hospital, Bellflower | 68. Rancho Santiago College, Santa Ana |
| 32. Lakewood Center Mall, Lakewood | 69. Bristol Market Place, Santa Ana |
| 33. Civic Center, Lakewood | 70. Coastal Communities Hospital, Santa Ana |
| 34. Long Beach City College, Long Beach | 71. South Coast Plaza, Costa Mesa |
| 35. Los Cerritos Center and Best Plaza, Cerritos | 72. Orange County Performing Arts Center, Santa Ana |
| 36. Cerritos College, Cerritos | |
| 37. Civic Center, Cerritos | |

COMMERCIAL



EDUCATIONAL



CULTURAL



RESIDENTIAL



- PEROW/WSAB Right-of-Way portion of the Corridor Study Area is 20 miles long and averages 100 feet in width.
- Northern Connections Area, running north to Downtown Los Angeles/Union Station, is 12 miles long.
- The Corridor has a diverse set of activity centers and destinations, including civic centers, schools and colleges, parks, shopping, employment centers and visitor cultural and entertainment destinations.
- Today the Corridor is home to 4.5 million people – 3.3 million live in Los Angeles County and 1.2 million reside in Orange County. By 2035, the Corridor population will grow by 12%.
- Today 2.2 million jobs are located in the Corridor – 1.5 million in Los Angeles County and 700,000 in Orange County. By 2035, Corridor jobs in Orange County will increase by 13%, while Corridor jobs in Los Angeles County will decrease by 4%.
- By 2035, total daily travel will increase by 20%.
- More than 85% of work trips are made by car.

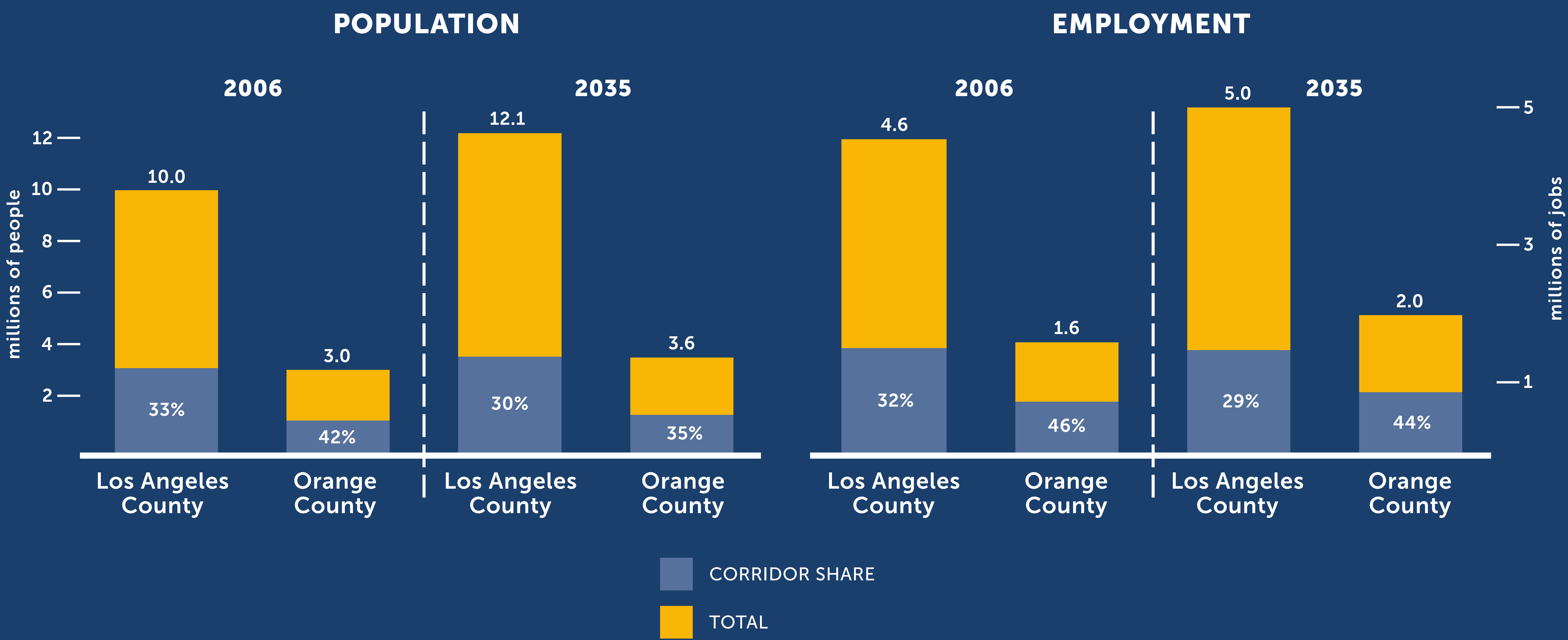
COMMUNITY OUTREACH



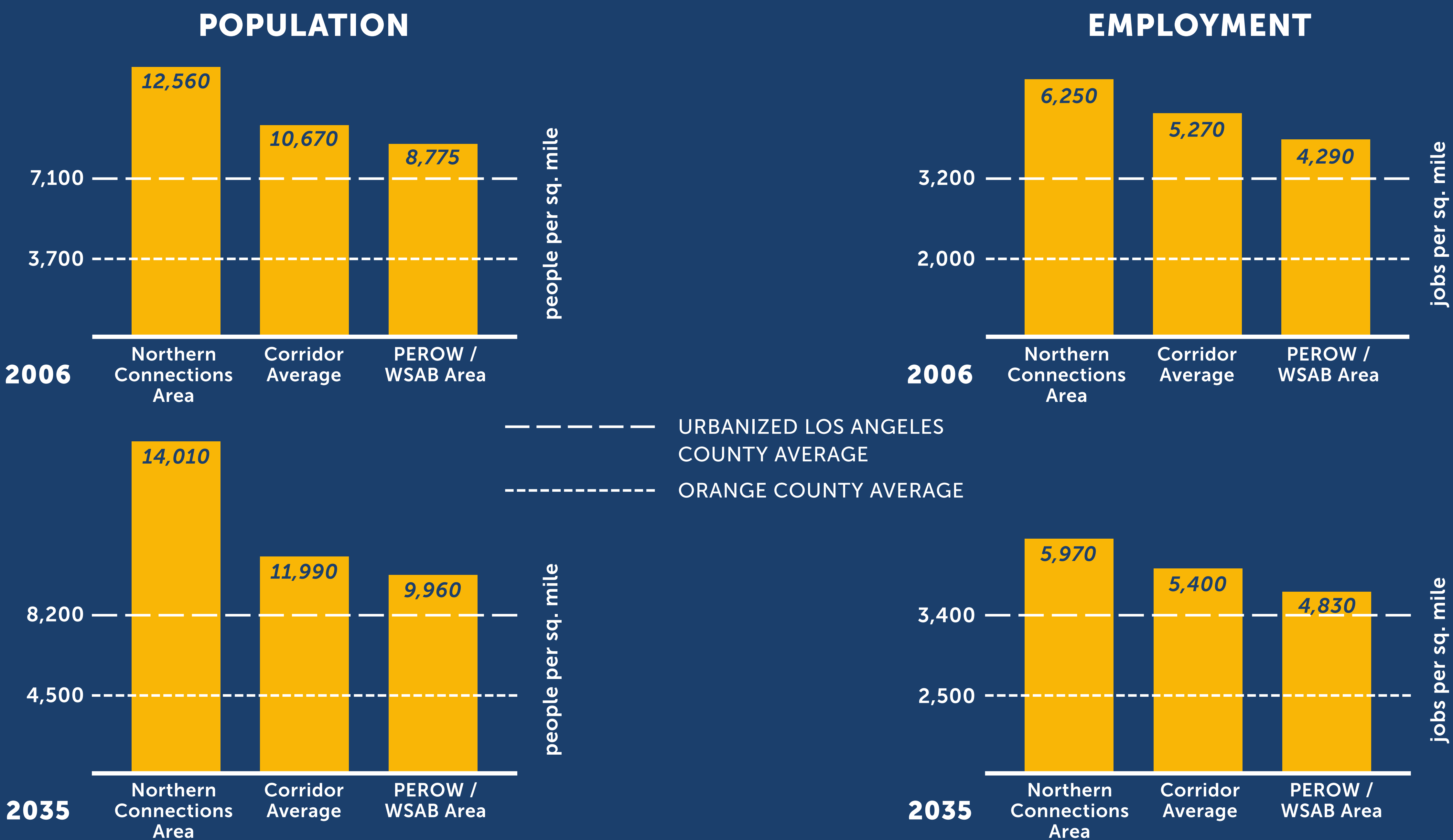
WEST SANTA ANA BRANCH



Large share of regional population and employment



Existing and future high population and employment densities



COMMUNITY OUTREACH





From a transportation system perspective:

- Corridor highway system operates at-capacity and beyond today and in the future
- Corridor residents lack connections to the regional transit system and have few travel options
- Corridor transit system operates at-capacity and beyond in some areas
- Corridor contains a significant low income/transit dependent population

COMMUNITY OUTREACH





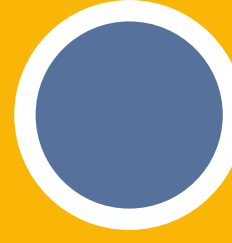
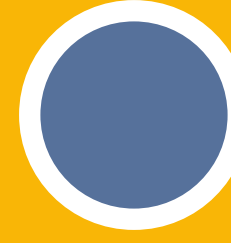








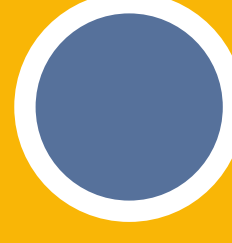


WEST SANTA ANA BRANCH



ALTERNATIVES DEFINED BY:

.HORIZONTAL ALIGNMENT

.VERTICAL ALIGNMENT

ALIGNMENT	BRT	STREETCAR	LIGHT RAIL	DIESEL MULTIPLE UNIT	HIGH SPEED RAIL
At-grade					
Above-grade					
Below-grade					



BRT ALIGNMENTS

Trips	Serves regional and local trips
Alignment	Use PEROW/WSAB ROW and freeway HOV lanes or street-running operations north
Speed	Street-running (10-14 mph); HOV (25-35 mph)
Station Spacing	1.0 mile between stations
Land Use Plans	Support for development/revitalization plans proven internationally (Canada, Australia)



COMMUNITY OUTREACH





RAIL ALIGNMENTS

Trips	Serves regional and local trips
Alignment	Use PEROW/WSAB ROW and then RR ROWs north with temporal separation or provide 3 tracks
Speed	Provides a low to medium speed: 8.5-15 mph (streetcar); 25-35 mph (LRT); 25-55 mph (DMU)
Station Spacing	0.2-0.5 miles between stops (streetcar); 1-1.5 miles (LRT); 1.5-3.0 miles (DMU)
Land Use	Demonstrated support for development/revitalization plans



HSR ALIGNMENT

Trips	Serves regional trips
Alignment	Use PEROW/WSAB ROW and then operate above RR ROWs north
Speed	Provides high speed of 110-220 mph
Station Spacing	10-20 miles between stations
Land Use	Demonstrated support for high density development nationally (Conventional) and internationally (Conventional & Maglev)

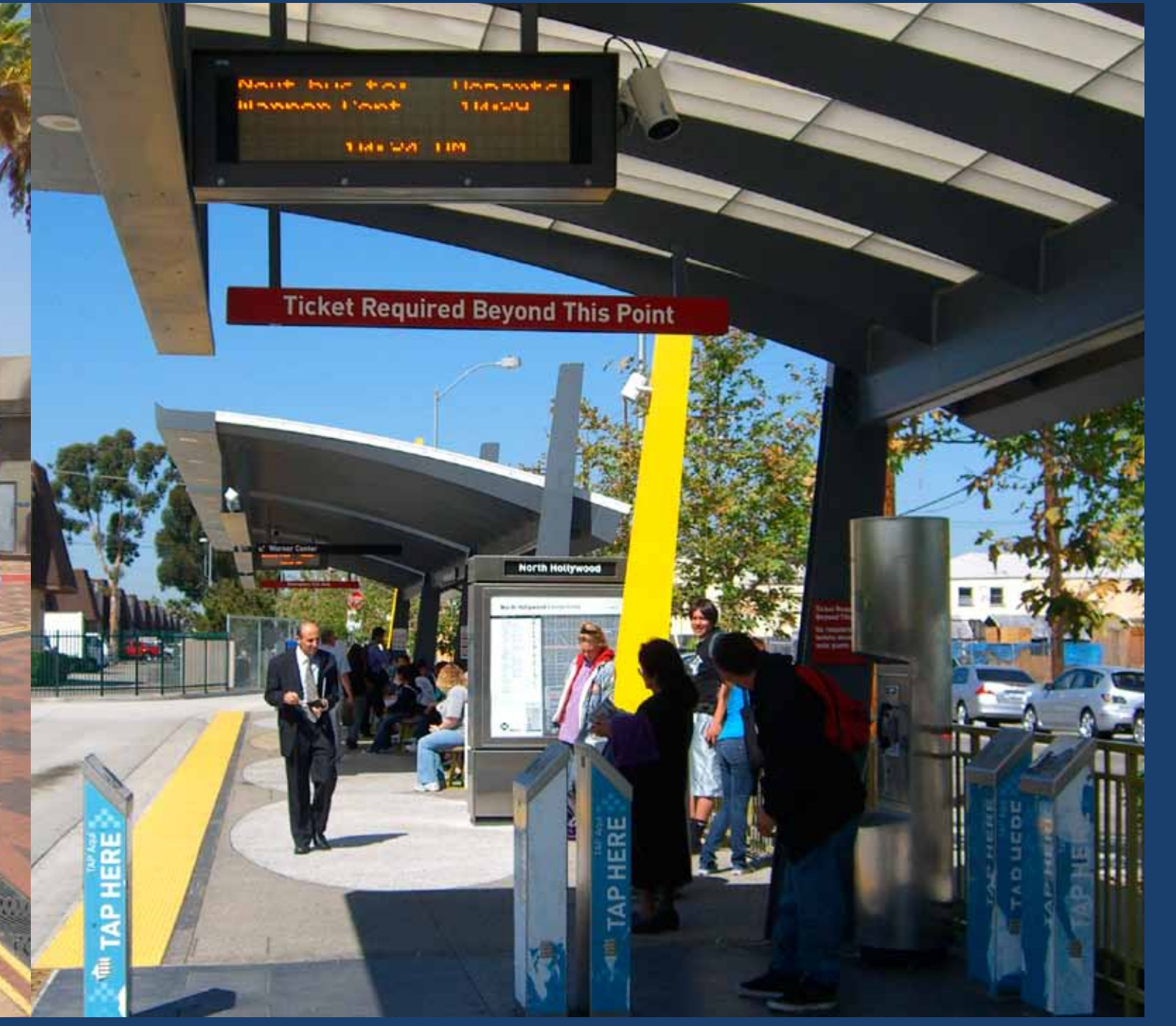


COMMUNITY OUTREACH





Metro Orange Line



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.0 miles

Speeds: 10-14 mph (street-running), 25-35 mph (HOV)

Conceptual Ridership: 19,200-32,400

OPERATING ASSESSMENT

Metro/OCTA Fit: Yes

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$0.60 billion

Above Grade: \$2.18 billion

Below Grade: Not done due to ventilation issues

Conceptual Annual Cost to Operate: \$80-120 per service hour

Current Fare Per Trip: \$1.50 (Metro Orange Line)

Conceptual Annual Cost Per Rider: \$20-50

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 63 dBA/65 dBA (electric/diesel buses)

Vibration Impacts: Category 1

Visual and Privacy: Depends on whether at-grade or above-grade operations

Acquisition: Minimal (maintenance facility)

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Support for local development/revitalization plans not proven in U.S.

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





Portland Streetcar

DESCRIPTION

Trip Types: Local

Distance Between Stops: 0.2-0.5 miles

Speeds: 8.5-15 mph (mixed-flow), 25-40 mph (separate right-of-way)

Conceptual Ridership: 26,000-39,000

OPERATING ASSESSMENT

Metro/OCTA Fit: May fit future OCTA plans

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$1.30 billion

Above Grade: \$3.95 billion

Below Grade: \$9.81 billion

Conceptual Annual Cost to Operate: \$140-150 per service hour

Current Fare Per Trip: \$2.05 (Portland)

Conceptual Annual Cost Per Rider: \$10-40

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 64 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 1 or 2

Visual and Privacy: Depends on whether at-grade or above-grade operations

Acquisition: Minimal (maintenance facility)

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Proven support for local development/revitalization plans

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





Metro Gold Line



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.0-1.5 miles

Speeds: 25-35 mph (mixed-flow), 45-55 mph (separate right-of-way)

Conceptual Ridership: 26,000-57,600

OPERATING ASSESSMENT

Metro/OCTA Fit: Yes

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$1.60 billion

Above Grade: \$4.21 billion

Below Grade: \$10.61 billion

Conceptual Annual Cost to Operate: \$160-250 per service hour

Current Fare Per Trip: \$1.50 (Metro Rail System)

Conceptual Annual Cost Per Rider: \$10-50

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 64 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 3 (may require mitigation)

Visual and Privacy: Depends on whether at-grade or above-grade operations

Acquisition: Less than 10 parcels

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Proven support for local development/revitalization plans

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





San Diego Sprinter



DESCRIPTION

Trip Types: Regional and Local

Distance Between Stops: 1.5-3.0 miles

Speeds: 25-35 mph (mixed-flow), 45-55 mph (separate right-of-way)

Conceptual Ridership: 26,000-57,600

OPERATING ASSESSMENT

Metro/OCTA Fit: No

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: \$1.22 billion

Above Grade: \$4.11 billion

Below Grade: Not done due to ventilation issues

Conceptual Annual Cost to Operate: \$250-300 per service hour

Current Fare Per Trip: \$2.00 (NCTD Sprinter)

Conceptual Annual Cost Per Rider: \$10-50

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes/No

Average Noise: 65 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 4 or 5 (may require mitigation)

Visual and Privacy:

Acquisition: Less than 10 parcels (plus maintenance facility)

Traffic Impacts: At grade=major; Above-grade=minor

Land Use Plans: Support for local development/revitalization plans not proven

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





The Javelin, England

AMTRAK Acela

DESCRIPTION

Trip Types: Regional

Distance Between Stops: 10-20+ miles

Speeds: 110-220 mph (grade-separated)

Conceptual Ridership: 2,400-4,800

OPERATING ASSESSMENT

Metro/OCTA Fit: No

Domestic Revenue Service: Yes

Meets Federal "Buy America" Requirements: Yes

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: NA (grade-separated to achieve high speeds)

Above Grade: \$4.91 billion

Below Grade: \$13.35 billion

Conceptual Annual Cost to Operate: \$2,500-3,000 per service hour

Current Fare Per Trip: \$50-55 (Amtrak Acela service)

Conceptual Annual Cost Per Rider: \$460-920

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes

Average Noise: 65 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 5 (may require mitigation)

Visual and Privacy: Major due to above-grade operations

Acquisition: More than 100 parcels

Traffic Impacts: Minor due to above-grade operations

Land Use Plans: Operated in areas with high density development/plans

COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





Shanghai Maglev

DESCRIPTION

Trip Types: Regional

Distance Between Stops: 10-20+ miles

Speeds: 150-270+ mph (grade-separated)

Conceptual Ridership: 2,400-4,800

OPERATING ASSESSMENT

Metro/OCTA Fit: No

Domestic Revenue Service: Not yet

Meets Federal "Buy America" Requirements: Not yet

ORDER-OF-MAGNITUDE COSTS

Conceptual Construction Costs (2010\$)

At-Grade: NA (grade-separated to achieve high speeds)

Above Grade: \$5.94 billion

Below Grade: \$14.01 billion

Conceptual Annual Cost to Operate: \$2,500-3,000 per service hour

Current Fare Per Trip: NA

Conceptual Annual Cost Per Rider: \$580-1,150

ENVIRONMENTAL/COMMUNITY BENEFITS/IMPACTS

Air Quality Benefits: Yes/No

Average Noise: 64 dBA (4-lane highway=79 dBA)

Vibration Impacts: Category 4 or 5 (may require mitigation)

Visual and Privacy: Major due to above-grade operations

Acquisition: More than 100 parcels (plus maintenance facility)

Traffic Impacts: Minor due to above-grade operations

Land Use Plans: Support for local development/revitalization plans not proven in U.S.





	BRT	STCR	LRT	DMU	Conventional	HSR Maglev
Serves: Local Trips Regional Trips	<div><div></div><div></div></div>	<div><div></div></div>	<div><div></div><div></div></div>	<div><div></div><div></div></div>	<div><div></div></div>	<div><div></div></div>
Provides support for local plans	*	<div><div></div></div>	<div><div></div></div>	*	*	*
Requires acquisition	MINIMAL	MINIMAL	MINOR	MINOR	MAJOR	MAJOR
Has air quality benefits	YES	YES	YES	NO**	YES	YES
Fits with current system plans	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	NO	NO	NO
Has State and Federal approved vehicles/system	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	<div><div></div></div>	NOT YET
Conceptual ridership	19,200-32,400	26,000-39,000	26,000-57,600	26,000-57,600	2,400-4,800	2,400-4,800
Conceptual cost to build (2010, billions)	\$0.6-2.2	\$1.3-4.0	\$1.6-4.2	\$1.2-4.1	\$4.9	\$5.9
Conceptual cost per rider	\$20-50	\$10-40	\$10-50	\$10-50	\$460-920	\$580-1,150
Speeds	10-35 mph	15-40 mph	25-55 mph	25-55 mph	110-220 mph	150-270+ mph
Noise	63 dBa/65 dBa	64 dBa	64 dBa	65 dBa	71 dBa	64 dBa
Vibration	Category 1	Category 1 or 2	Category 3***	Category 4 or 5***	Category 5***	Category 4 or 5***

* Proven nationally and internationally
** Some regional benefits
*** Mitigation may be required

WHERE WE GO FROM HERE

In January 2011, two alternatives will be identified for further study based on:

- Meets Project Purpose and Need
- Appears viable from cost/ridership, funding, engineering, operating and environmental perspective
- Meets local goals
- Has public and stakeholder support

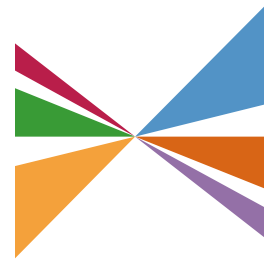


COMMUNITY OUTREACH



WEST SANTA ANA BRANCH





1

Preliminary Analysis
February–April 2010

2

Project Initiation /Scoping
May–June 2010



PUBLIC
MEETINGS

PHASE 1
ENVISIONING
OUR FUTURE
INITIAL SET OF
ALTERNATIVES

3

Initial Alternatives Screening
July–December 2010



PUBLIC
MEETINGS

WE ARE HERE

4

Final Screening
January–September 2011

5

Draft Alternatives Analysis
Report
October 2011



PUBLIC
MEETINGS

PHASE 2
EXPLORING
THE
POSSIBILITIES
FINAL SET OF
ALTERNATIVES

6

Final Alternatives Analysis
Report With Recommendations
November–December 2011

PHASE 3
REALIZING OUR
PREFERRED
FUTURE

Next Steps
SCAG/LACMTA/OCTA Actions

COMMUNITY OUTREACH



APPENDIX C:

FLIP CHART NOTES

Flip Chart Notes – Paramount

Bus Rapid Transit (BRT)

- ***Would BRT meet your community's transportation needs? Why or why not?***
 - No – the line does not go into Paramount. No advantage for getting into downtown L.A, only provides new access to Santa Ana.
 - We have buses that get you to the Green Line already
 - Buses already impact local traffic in Paramount
 - Current buses have limited frequency
 - Would benefit riders going to L.A. and Santa Ana
 - Best if connection complete (Union Station – Santa Ana Regional Transportation Center)
 - Diagonal crossings may be an issue
 - Intersections
 - BRT by itself = not work because:
 - Intersections crossings would cause traffic
 - Best if overhead system
 - System over the riverbed potentially?
 - Important to connect to Union Station
 - BRT would be most challenging to connect to Union Station
 - Above-grade would best reduce traffic (faster travel)
 - No – connection reduce the speed of BRT (buses) significantly
 - Buses support local mobility
 - Go above grade at major streets (Bellflower)
 - Benefits unknown (concern over empty buses)
 - No – not good alternative to rail: distance disadvantage. Too many systems. Requires different maintenance costs kept on
 - Yes, proven in other areas
 - No. Concerned with crime and noise associated with BRT
- ***Would you ride BRT if it were built? Why or why not?***
 - If it is here, you'll use it.
 - Probably not
 - If the service intervals worked, possibly; but it would not be a first choice
 - Would need to be an efficient system
 - Not popular
 - No. We would not use.
- ***Is BRT a reasonable solution considering the investment required to implement it?***
 - No – impractical. Traffic impact (especially during rush hour) could clog system
 - Buses are not well-used east of here, but more crowded to the west
 - No

Rail

- ***Would any rail alternatives meet you community's transportation needs? Why or why not?***
 - Yes – light rail transit (LRT) has proven to work in L.A. – Blue Line is packed much cheaper than operating a vehicle, with less stress
 - Diesel Multiple Unit (DMU) – diesel is a problem; moving faster means fewer stations. More stops mean more people could ride for employment
 - No DMU – diesel concerns
 - Standardization not in operation now. “One solid system operating”
 - Street car – concern. Not in operation. Doesn't fit
 - Streetcar/LRT: efficient but still on the ground (challenging)
 - LRT: who is paying for electric power?
 - Centenary/wires overhead = visual impacts
 - Gas price will increase
 - Combination of alternatives:
 - Higher-speed vehicle below ground
 - Streetcar above it
 - Above grade = best option for any alternative
 - LRT should also connect to the Blue Line
 - Would solve many current access problems
 - The existing systems function well
 - Works for every community along the corridor
 - No. We would rather go to court than see any LRT alternative built
- ***Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?***
 - LRT is the answer
 - Better option for Paramount
 - Good for redevelopment
 - Could run on L.A. River Right Of Way
 - LRT – best fit – familiar with system
 - Light rail – standardization
 - Higher speed, greater ridership, lower cost fare conducive to ridership
 - Speed is important – interest in skip stops, express service
 - New system must be better in terms of speed than Green Line
 - Streetcar does not make sense, sounds like a gimmick; works on streets, not the corridor.
 - We would support destinations to economic development that does NOT run through our communities.
- ***If one of the rail alternatives were built, would you use it? Which one, and why?***
 - Yes, but prefer LRT
 - Depends where it went
 - Yes, already use light rail.
 - LRT elevated would have fewer constraints
 - Local district system
 - Elevated LRT
 - Yes
 - No. We would not – we would rather drive to destinations

- ***Are any or all of the rail alternatives a reasonable solution considering the investment required to implement it?***
 - LRT
 - Not worth investing in rail project
 - LRT elevated would be best investment
 - Cost to build
 - There are existing models
 - History of people using it
 - Yes
 - Diagonal crossing = significant issue
 - Multiple modes = important
 - Below grade + STCR directly above (medium speed)
 - NO BUILD is the best option for our community.

High-Speed Rail (HSR)

- ***Would HSR meet your community's transportation needs? Why or why not?***
 - MagLev has fewer constraints
 - HSR is not practical at short distances
 - MagLev slow (monorail) speed [Disneyland]
 - Better technology → future of travel
 - Wires overhead = archaic
 - Doesn't meet corridor needs; it's silly in big metro areas; long stretches of open space
 - No. If it went through our city with no stop, then we get all the impacts – noise, vibration, visual
- ***Do you prefer one of the two HSR alternatives over the other? What characteristics do you feel distinguish each?***
 - MAGLEV has engineering challenges.
 - Can MagLev move slower?
 - MagLev seems reasonable, considering cost
 - Use Right Of Way to build buildings with above grade structure and lease out buildings for revenue
 - Connecting to other municipal transit systems important
 - Sharing Right Of Way with bikeways = highly important with any system (alternative)
 - Slow versus medium speeds
 - NEITHER
 - No
- ***If one of the HSR alternatives were built, would you use it? Why or why not?***
 - Yes, probably one time, not to commute
 - If I pay for it, I'll use it
 - No – too expensive
 - Hard sell
 - No. Wouldn't stop in Paramount or Bellflower
 - No. Does not fit out community character

- ***Is either HSR alternative a reasonable solution considering the investment required to keep it?***
 - No – not practical considering our demographics. This option is for connecting large major population centers.
 - Cost of underground = prohibitive
 - May encounter costly constraints
 - No
 - No. Too many impacts

Other Questions/Comments

- Cost has to be reasonable for all alternatives
- Support for No Build
 - No neighborhood impacts
- Diagonal crossings are challenging for at-grade modes
- Complete connection from Union Station to Santa Ana important to get the most out of project
- Elevated structure/alignment would be the best investment
- More formal outreach with workshop flyers – easy to fall off door handles. Letter in mail would be better

Flip Chart Notes – Cerritos

Bus Rapid Transit (BRT)

- ***Would BRT meet your community's transportation needs? Why or why not?***
 - Not likely to be used – not quite straight shot
 - Might lead to higher crime – drag racing
 - Drawback: louder ridership
 - Bus rapid – should be much faster
 - Transfer – drawback
 - “Not motivated to leave my car”
 - Must make feel safe – buses don't feel safe
 - BRT – elevated, cost effective
 - Would not serve most of Lakewood due to geographic locations
 - Leaving dedicated ROW put you in congestion/impacts speed/schedule
 - Destinations here/done need to leave & have local shuttle
 - Bus vs. car? People already deciding car
 - Travel to bus station by car might as well continue in car (particularly short trips)
 - Not a viable alternative
 - Area is “suburban” people moved here for that
 - Yes – it's slower, but it's quieter, which is good for the neighborhoods
 - Orange county residents do not see busses as desirable, psychological barrier
 - No – nothing in my neighborhood
 - No – disrupts the traffic throughout the city, too noisy, pollution is too high
 - Yes – but acceleration and deceleration is too noisy and impacts people who are near the stops
 - Electric buses could be a solution
 - Could be subterranean and eliminate noise
 - Speed too slow
 - Not enough capacity
 - Stops too close together → slow travel
 - No need to use
 - How will people get to BRT stops? Take bus? Drive? Drive = parking
 - Bus to bus won't work
 - Take it to get to LA
 - Especially if traffic gets worse
 - And parking in LA
 - Too slow if going from Santa Ana to LA
 - Reasonable solutions
 - Speeds do not seem very efficient if right of way ends at Paramount/Highway 105
 - 105 already congested
 - Would exclude cities if take HOV lanes
 - Buses already exist on Hwy 110
 - No buses exist on 710 Hwy/5 Hwy (eastern portion of the city)
- ***Would you ride BRT if it were built? Why or why not?***
 - If above grade, no problem

- If more access to where I want to go
 - Medium/local but not a 15 mile commute
 - Harder to read because of the vibration
 - Trains seem more recreational
 - Poor local connections
 - Majority would not ride
 - Don't use buses now
 - Only one person in group would ride – medium/local distances only
 - If between nothing and bus
 - Other options, economic feasibility
 - Congestion is too bad, something needs to be built
 - Even if others don't use it, it will ease congestion (especially as congestion gets worse, because of population growth/development)
 - Prefer below ground
 - Not popular
- ***Is BRT a reasonable solution considering the investment required to implement it?***
 - Mostly no, but yes if above grade
 - It's an alternative, but it is inferior
 - No

Rail

- ***Would any rail alternatives meet you community's transportation needs? Why or why not?***
 - Light rail transit (LRT): speed, cost
 - Ridership if visibility mitigated
 - Air quality, lots of pluses
 - If express services offered LRT
 - LRT preferred
 - LRT could serve local trips & regional → on Bellflower Blvd. & Flora Vista, good place for stop
 - Parking impacts
 - Impact on home equity?
 - Yes – LTR – depending on station, major activity centers only (locations)
 - Yes – LRT & streetcar because they are electric, ties into CA green, energy development
 - Streetcar & LRT better fit with community
 - 10 – 15 years, need to think ahead and consider speed and capacity
 - No! Not near my house!
 - I want it (rail), live by it
 - Transportation Systems Management/No build
 - Air quality: Diesel Multiple Unit (DMU) – with children at concern – should be clean
 - Don't like DMU price, environmental impacts, not best option
 - More work to get DMU up and running
 - Like options that are free of fossil fuels
 - DMU does not have favorable air – quality benefits
 - Streetcar – more stops (particularly, more stops/city) → Bellflower → could ↑ bus
 - Commuters might not like streetcar
 - Streetcar, serving local trips would be nice for cities along corridor

- Like look of streetcar → can LTR look like that?
- Yes, yes
- Streetcar has “cool” factor considering history
- Streetcar too slow
- Any alternative may create greater traffic in order to get to the Right Of Way
- By building or using Right Of Way, more people may want to live closer
- Can encourage economic growth
- ***Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?***
 - LRT - proven technology
 - LRT – comfort
 - Above – grade LRT
 - Physical Right Of Way
 - Location spacing
 - Consistent with existing system
 - LRT very convenient
 - LRT – would be breakthrough to Orange County
 - No DMU
 - LRT, yes!
 - LRT: more practical, serving commuters and local needs
 - Both same cost
 - LRT: best overall alternative w/ costs, speed, number of stops & noise mitigation
 - Streetcar: below – grade by residences
 - Streetcar: community-oriented, more stops to use within community, recreation, support business, fun
 - Streetcar – no go, not a right fit
 - No – nothing
 - Need mitigation in residential areas
 - Issues with above grade
 - Safety in isolated corners (i.e. under bridge)
 - Above grade is expensive
 - Ridership numbers are important factor in distinguishing rail alternatives
 - Alternative with minimal property acquisitions (preferred alternative w/ fewest acquisitions)
 - Will be most effective if goes to major activity/entertainment centers (football stadium)
 - Don't pull DMU off just because of pollution factors
- ***If one of the rail alternatives were built, would you use it? Which one, and why?***
 - LRT – Yes
 - Work & recreation
 - Airport & tourism
 - Connection to Orange County would be nice → great for economy
 - LRT → to downtown (going east as well)
 - Yes if direct to LAX
 - Best for LA – Orange County commuters
 - Extended hours
 - Innovative for Orange County (new system)
 - Bike accessible

- ***Are any or all of the rail alternatives a reasonable solution considering the investment required to implement it?***
 - Cost/ridership doesn't justify cost
 - Yes – LRT
 - Could be used for long distances
- ***Other comments related to rail:***
 - Needs to link to destination/other transportation lines
 - Station locations that will meet commercial/entertainment needs

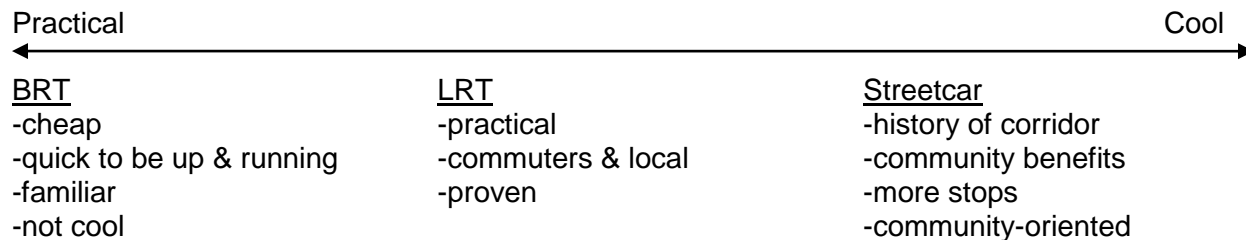
High-Speed Rail (HSR)

- ***Would HSR meet your community's transportation needs? Why or why not?***
 - More appropriate inter-cities – not for Cerritos to Bellflower, long distance
 - If future thinking why not Maglev
 - No – too conventional high speed
 - High speed wouldn't meet needs
 - Maglev with frequent stops would meet county needs
 - Yes – with Employment Assistance programs
 - Not appropriate in residential areas
 - Won't get full benefit of HSR
 - Many low income people won't be able to afford to ride
 - Not appropriate for short trips/doesn't reflect local goals
 - Ok for point-to-point service, major-to-major
 - Long distance express
 - Isn't purpose to have stop serving cities
 - Work trends moving towards decentralization (work from home)
 - What makes people take transit?
 - Attractive, entertainment-related (better than driving) something to go to
 - Easy to get to station/plenty of parking/sage
 - Congestion – travels get so bad (work from home)
 - More walkable environment
 - Won't need a car when you get here
 - No – stations would be too close – give you whiplash
 - Price difference is too much – not feasible for community members to pay
 - Cost prohibitive
 - Overkill
 - "Sell a kidney for a ride"
 - Too short of a line
 - Greatest impact to local res.
 - Only if stop near Bellflower → who would stop there? → Cerritos?
 - Need to be accessible to region, not just residents
 - More for larger region → LA to SF → what about families?
 - 10 min trip if no stops, too many stops though
 - What are the hours of operations? → frequency? → all modes, especially considering residents
 - Who wants to buy my house? → valid question... → 10 years people will
 - Desire to live near depends on ability to access transit
 - Get use to noise

- Living near transit is exciting
- What about being outside? With family?
- Noise v. time
- What about Freeway?
- Short distance does not seem practical
- Not enough stations
- Low ridership
- Would not meet the needs of communities
- ***Do you prefer one of the two HSR alternatives over the other? What characteristics do you feel distinguish each?***
 - MAGLEV – slower speed, would attract riders
 - Conventional Steel Wheel Maglev
 - 3-4 technologies
 - 2 in commercial operation, including a low speed Maglev can compete with LRT
 - Newer technology
 - Opportunity for private industry
 - Low speed Maglev may have merit and should be studied
 - MAGLEV – should have buffer → Germans – 300 ft, Chinese – 100 ft
 - Neither HSR alternative would meet our communities' needs
 - Conventional only because costs less/rider
- ***If one of the HSR alternatives were built, would you use it? Why or why not?***
 - Yes – if there are connections to longer distances
 - No – too expensive, \$2/mile
 - Would not use. Too expensive. Event to last stop
 - Not worth the cost to travel (makes sense at long distances, LA to SF)
- ***Is either HSR alternative a reasonable solution considering the investment required to keep it?***
 - Too expensive, why consider?
 - Not at present time
 - Distance too short
 - Cost to ride
 - Cost too high
 - No
- ***Other comments related to HSR:***
 - Use existing railroad tracks – use different route
 - HSR should be handled by the California High Speed Rail Authority

Other Questions/Comments

- Paint it RED
- Streetcar/HSR not worth investment
- A lot of subtleties
- Park space/green space/bikeway are important to incorporate
- No selection → who should decide? The combination of “experts” and community



Flip Chart Notes – Huntington Park

Bus Rapid Transit (BRT)

- ***Would BRT meet your community's transportation needs? Why or why not?***
 - Too slow/would not meet need
 - Diesel pollution; environmental impacts (health issues, air quality, tire runoff)
 - BRT would get impacted by same congestion; would NOT meet need for speed
 - No – need something faster
 - No – safety concerns; BRT uses stop lights versus other system
 - If funds not available for light rail transit (LRT), design with ability, when ridership high enough, convert
 - Have adequate number of buses – impacts traffic flow, results in congestions = safety problem
 - People may not want to leave cars
 - BRT would not serve local trips
 - Safety problems with street operations of 1,100 buses/day at Pacific/Florence Huntington Park transit hub
 - Noise plus congestions impacts
 - High density area; hard to accommodate on buses today; with growth in future, need more capacity
 - May/would use to certain destinations (like downtown LA)
 - Don't know system; impedes use of transit
 - Need to provide frequent service
 - Stations/stops need to be close to destinations
 - Need feeder network from stations to/from neighborhoods
 - Parking is important → costly and neighborhood impacts
 - Good first step; make convertible in future
 - No – because of contamination
 - No – traffic
 - No – no stops in Huntington Park (community)
 - No – Huntington Park/Southeast LA left out of system
 - No – high pedestrian activity would limit the system in our community
 - No real improvements from current system
 - Doesn't meet needs
 - Will not spark downtown business development
- ***Would you ride BRT if it were built? Why or why not?***
 - Yes, if it went where I was going and went faster
 - If there was no other choice
 - Too slow; if faster
- ***Is BRT a reasonable solution considering the investment required to implement it?***
 - Ridership per dollar; too expensive for cost; LRT seems better investment for ridership
 - If BRT has more stops at destination locations may be good investment
 - Half cost of rail alternatives/existing Measure R funds could cover
 - Ridership benefit is not as high as other alternatives

- Most cost-effective solution
- Waste of money
- Won't benefit Huntington Park/Southeast LA

Rail

- ***Would any rail alternatives meet you community's transportation needs? Why or why not?***
 - Rail would meet needs due to amount of existing congestion; WOULD meet needs
 - Diesel Multiple Unit (DMU) not good due to air quality impacts
 - Use clean natural gas (CNG) instead?
 - Noisy engine noise (not as bad as freight train, but still noisy)
 - DMU: diesel emission concerns
 - DMU creates pollution
 - No DMU
 - Already high pollution from freight trains around the community
 - Meet community needs → LRT
 - Good fit/interface with rest of Metro
 - Good to have own right-of-way, not in streets
 - Need grade separation at all crossings ; costs a lot, but is safer, better resulting speed, practical
 - If LRT, needs to connect with and be compatible with existing rail system
 - LRT good to move forward with
- ***Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?***
 - Concerns with diesel emissions
 - Consider Electrical Multiple Unit (EMU) if there is ridership
 - ELECTRICAL
 - Santa Ana → Greenline
 - Orange County Line → Greenline
 - LRT as preferred; DMU acceptable if possibility of EMU
 - LRT preferred:
 - Existing facilities/infrastructure
 - Electrical system preferred due to less environmental impacts
 - What would meet our needs
 - Cleaner
 - Expediency: more and more traffic – take care of needs ASAP
 - Fewer cars and buses
 - Time is of the essence
 - Have system to build on/expand
 - Compatible
 - Relatively easy to build
 - Most ridership; more stops
 - Practical
 - Speed/stops make it convenient to ride
 - Affordable to ride
 - Streetcar too slow
 - Streetcar – fun but not practical
 - Good for circulator or tourist attraction
 - Doesn't meet community needs

- Okay in past; less people, less density
- ***If one of the rail alternatives were built, would you use it? Which one, and why?***
 - No: not a new (future) technology
 - Yes: we would have a station in Huntington Park
 - LRT:
 - Local and regional service
 - No air quality impacts
 - Distance between stops
 - Stops/station in Huntington Park/Southeast LA (Pacific Blvd.)
- ***Are any or all of the rail alternatives a reasonable solution considering the investment required to implement it?***
 - LRT system interchangeable system/equipment/operations
 - LRT system we already have; good speed and cost
 - LRT most expedient, can get system running quickly
 - Yes: would benefit
- ***Other comments related to rail:***
 - LRT units: keep it local; buy California
 - Consider a station in Huntington Park that provides access to Pacific Blvd.

High-Speed Rail (HSR)

- ***Would HSR meet your community's transportation needs? Why or why not?***
 - Purpose of trips: local – BRT; regional – HSR
 - HSR does NOT benefit local community; more regional need; does not benefit MY community
 - Needs frequent stops, this is better for longer trips (to Las Vegas, San Diego, San Francisco, not downtown or Santa Ana)
 - Too many mitigation measures/unknowns to solve
 - Future
 - Long trips
 - No:
 - Station would be too far
 - Bypass this area
 - Right Of Way acquisition is not favorable
- ***Do you prefer one of the two HSR alternatives over the other? What characteristics do you feel distinguish each?***
 - No: Is not favorable for our community
- ***If one of the HSR alternatives were built, would you use it? Why or why not?***
 - Probably would not use for my local need
 - Not convenient
 - Station spacing is not convenient for my need and travel demand
 - Not accessible
 - No

- ***Is either HSR alternative a reasonable solution considering the investment required to keep it?***
 - Too expensive
 - No: Too expensive
- ***Other comments related to HSR:***
 - Maglev is future

Other Questions/Comments

- Cost has to be reasonable for all alternatives
- Support for No Build
 - No neighborhood impacts

Flip Chart Notes – Garden Grove

Bus Rapid Transit (BRT)

- ***Would BRT meet your community's transportation needs? Why or why not?***
 - Connection to important destinations, i.e. airports
 - Connection to other important lines, i.e. Green Line
 - Would serve needs of community; especially older adults without other means of travel
 - Rail is better
 - Services to LA already exist from Anaheim
 - No – Service would be cut easily
 - No – People would not stop driving their cars as alternative
 - No – Street surface running may be noisy
 - No – Safety concerns
 - No – Has socio-economic stigma; wouldn't attract choice riders
 - Existing bus riders would use
 - Hard to get people out of cars
 - Bus service impacted by congestions
 - Missed connections
- ***Would you ride BRT if it were built? Why or why not?***
 - Yes – If it went where I was going: work
 - Yes – Cost-effective solution
 - No – Would not ride a bus
 - Would ride, but prefer rail
 - Hard to schedule/fit into daily life
- ***Is BRT a reasonable solution considering the investment required to implement it?***
 - Waste of money to develop a transit system on the corridor
 - Economy's status
 - Crime problems throughout the property along corridor
 - Concerns for crime increase (safety concern)
 - Invite law enforcement to take part in the discussion
 - BRT would be most feasible because of low costs
 - Perhaps – Most inexpensive option if the fare remains at \$1.25–\$1.50
 - Less cost-effective compared to other alternatives (conceptual cost per rider)
 - Shorter bus lifecycle – more landfill/cost
 - Initial cost lowest, yet replacement/maintenance/environmental costs highest
- ***Other comments related to BRT:***
 - Make sure any alternative is accessible and meets safety standards for those with disabilities and older adults
 - BRT is most economical
 - Distance-based fare would be more fair/acceptable (zones)
 - Rubber tires would negatively impact air quality
 - 1-mile spacing too close
 - Cause noise increase

Rail

- ***Would any rail alternatives meet you community's transportation needs? Why or why not?***
 - Any rail alternative will meet community needs
 - Can stimulate economy and jobs
 - Money already earmarked; might as well propose to use it here!
 - Yes, alternatives based on security, accessibility
 - No, costs too high
 - Yes – Would meet transportation need
- ***Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?***
 - Light rail transit (LRT)
 - If Rail, LRT because would be compatible with existing lines
 - LRT – Would be consistent with existing lines
 - LRT – Familiar to existing riders plus potential new riders
 - Two electrical alternatives quieter than diesel alternative
 - LRT * Streetcar: same system/vehicles as existing Metro system
 - LRT
 - Cost effectiveness
 - Increase property values (debate)
 - Increase business opportunities
 - Closer spacing better for community connections/intersection
 - Quieter
 - Would use because goes where/want to go
 - Serves highest volume of people
 - Good price to ride
 - Flexibility in serving capacity (i.e., number of train cars and number of people in each car)
 - Room for bicycles; encourage bicycles
 - Most timely to implement
 - Diesel Multiple Unit (DMU)
 - Air quality impacts greater; noise
 - Closer spacing preferred, but not too close; trade-off between local + longer trips
 - Can walk ½ mile but not 1 mile
- ***If one of the rail alternatives were built, would you use it? Which one, and why?***
 - Yes – LRT
 - Enjoy riding experience
 - Inexpensive to park
 - Wouldn't ride any
 - Would use to go to downtown LA/cultural/entertainment
- ***Are any or all of the rail alternatives a reasonable solution considering the investment required to implement it?***
 - Yes – LRT
 - Better investment for cost
 - We would ride

- LRT is good investment:
 - Improves/revitalizes community
 - Gets cars off the streets
 - Stations can be developed as community centers
 - Serve tourists: go to cultural/entertainment
- ***Other comments related to rail:***
 - Make sure to match rail to what is already in service in other parts of LA
 - Encourage park space along the corridor
 - Grade crossing impacts
 - Connections to reach destinations
 - Parking provided? Cost? Part of fare?
 - Keep as park/bicycle trails
 - LRT with bicycle trails
 - Like benefits of related beautification efforts
 - 4:30am–1:30am; 20 minutes; 5–10 minutes

High-Speed Rail (HSR)

- ***Would HSR meet your community's transportation needs? Why or why not?***
 - Would impede traffic highly
 - NO!
 - Possibly if competes with air travel
 - No, no, no
 - Noisiest, most vibrations
 - Requires taking properties
 - Costly to build for few people
 - More regional benefits, less local benefits
 - Privacy impacts (looking into my backyard)
- ***Do you prefer one of the two HSR alternatives over the other? What characteristics do you feel distinguish each?***
 - No – Cost; too expensive
- ***If one of the HSR alternatives were built, would you use it? Why or why not?***
 - No – Too expensive
 - Yes – Don't fly or prefer over flying
 - Yes – If cheaper than air travel
- ***Is either HSR alternative a reasonable solution considering the investment required to keep it?***
 - Not feasible given the funds
 - Too expensive to build
 - Offers another option to air travel
 - Expensive

Other Questions/Comments

- No Build for concerns of security and safety
- Dismayed with current condition
- There are existing services to LA-OC
- Developing the corridor would stimulate economy
- Create jobs

Flip Chart Notes – Cypress

Bus Rapid Transit (BRT)

- ***Would BRT meet your community's transportation needs? Why or why not?***
 - Too long of Right Of Way/doesn't have capacity to serve trips/better for shorter trips
 - Not compatible, traffic impacts service
 - If at-grade, required gates will impact/slow traffic. If break, circulation through neighborhoods would have "no horn zone"?
 - No direct service to Metro Green Line. Transfer required
 - No one-seat trip
 - Slow speed due to congestion
 - Why not use car?
 - Convertibility to Metro Orange Line at capacity
 - Labor intensive compared to rail
 - No more buses
 - Number of buses?
 - Hours of operation?
 - Nobody rides buses now, why add more?
 - o people aren't familiar with current public transit system
 - o still need a car to get to station
 - Exhaust – concern about impacts on homes along/adjacent to corridor
 - Too many at-grade crossings
 - Will bring down housing prices
 - Atlanta has good system, but doesn't go through neighborhoods
 - No – capacity is greater on other alternatives
 - If the system incorporates bike racks
 - Current bus system operating hours too early
 - Cost-effective for *students*
 - Property acquisition is less
 - Question: where does it go? Where's the connection?
- ***Would you ride BRT if it were built? Why or why not?***
 - Wouldn't use
 - Still need a car
 - Bus is too slow
 - Amtrak empty, blocks traffic
 - Yes, to get to airport (JWA/LAX)
 - Would not use – would prefer bike path/network in green space
 - No – would be run with existing traffic
 - Haven't used bus yet, why now?
- ***Is BRT a reasonable solution considering the investment required to implement it?***
 - Won't get the needed ridership, costs will be higher than projected
 - Not favorite, but still support
 - Yes – a reasonable solution when considering cost to build. However, decreased capacity

Rail

- ***Would any rail alternatives meet you community's transportation needs? Why or why not?***
 - What are impacts in communities similar to ours?
 - Needs turnstiles/fare gates
 - Light rail transit (LRT) had positive impact on Pasadena
 - LRT rail most popular
 - Needs to grade separated – possibly support at-grade or below
 - No – would not meet my needs; wouldn't ride; would make traffic worse around it
 - Diesel Multiple Unit (DMU) – not a good fit for residential community
 - Vibration/air quality impacts
 - What about soil in Cypress?
 - Earthquake vulnerability?
 - More vibration impacts?
 - Major concern
 - No on DMU – air quality! Climate impacts!
 - Traffic/intersection impacts
 - Not just rail – all alternatives at grade
 - Rail versus bus in speed characteristics – faster service and convenient for people going to work; and demographics
- ***Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?***
 - LRT Comes close to making financial possibility
 - Faster
 - Quieter than DMU
 - Looking into future, what will it look like in 2035?
 - In Atlanta, there were communities that didn't want transit, didn't get it, and now regret it.
 - Freeways congested
 - Bought house because we were told the train was going away
 - Difference between on the line and near line
 - Still need to drive to station
 - Property values decrease
 - Water table too high in Cypress for below-grade
 - LRT – fast, high capacity, efficient
 - Potential connections – need more efficiency in getting to stations/Right Of Way
 - *Connections and access are crucial*
- ***If one of the rail alternatives were built, would you use it? Which one, and why?***
 - Yes – time savings due to direct connection
 - Cost: importance of scheduling for more efficient travel
 - No – take more time than just driving
- ***Are any or all of the rail alternatives a reasonable solution considering the investment required to implement it?***
 - No, considering cost
 - Where will it bring people out of their car to shop?
 - Cost for capacity is minimal and makes sense

High-Speed Rail (HSR)

- ***Would HSR meet your community's transportation needs? Why or why not?***
 - Corridor is too short for high speed
 - Both technologies would not work in this community
 - Why is this still being considered?
 - Doesn't make sense with cost and *ridership*
 - Ridiculous!
 - A to B – no local stops
 - Duplicate of CA HSR
 - L.A. to Anaheim already planned, not a whole lot of support
 - No
 - Too fast
 - Too short a distance
 - Too expensive to ride/build
- ***Do you prefer one of the two HSR alternatives over the other? What characteristics do you feel distinguish each?***
 - Maglev fewer noise/vibration impacts
 - Neither compatible with other HSR in California
 - NO
 - Not enough stops
 - Too expensive
- ***If one of the HSR alternatives were built, would you use it? Why or why not?***
 - Wouldn't use – leave Cypress
 - Too expensive, not frequent enough
 - Will it cost more than Amtrak?
- ***Is either HSR alternative a reasonable solution considering the investment required to keep it?***
 - Not worth the investment

Other Questions/Comments

- Concern over impacts to local residents leads some to favor no-build
- Mix of at-grade and elevated versus one or the other
- Cost-effectiveness
- Not going to be feasible if stations are not easy to access
- Frequency is important
- Minimize transfers

Flip Chart Notes – Stanton

Bus Rapid Transit (BRT)

- ***Would BRT meet your community's transportation needs? Why or why not?***
 - Would be a good fit
 - Would have many stops to meet communities needs
 - Not a solution if looking for more regional travel
 - Not as fast/not as comfortable
 - Perhaps would serve need for a segment
 - Domestic – fuel source
 - Terminus at OCTA bus yard
 - Rides with existing traffic
 - Too congested on freeway
 - Reference to Orange Line:
 - At capacity
 - Slowed down by traffic lights
 - Best to avoid transferring
 - Schedule/Cost = important and convenience
 - Best if seating is available
 - Easy/convenient connections to other systems are necessary
 - Noise/vibration is a concern for any alternative
 - BRT preferable for low vibration
 - Sounds from light rail transit (LRT) are different from BRT
 - BRT best for local travel
- ***Would you ride BRT if it were built? Why or why not?***
 - If it is here, you'll use it.
 - Probably not
 - If the service intervals worked, possibly; but it would not be a first choice
 - Would need to be an efficient system
 - Not popular
 - No. We would not use
 - Reluctantly
 - Improvement over current situation – but not favorite option
 - Probably travel going south than north
 - No
 - Psychological barrier
 - Maybe – dependent on variables
 - No: technology is not advanced enough for long/efficient commutes
- ***Is BRT a reasonable solution considering the investment required to implement it?***
 - Buses can have limited capacity and higher labor costs
 - Yes – most inexpensive
 - Maybe not – when thinking about long term solution

Rail

- ***Would any rail alternatives meet you community's transportation needs? Why or why not?***
 - Street running of any rail alternative should be efficient/well-designed
 - All rail stimulus for economic development/real estate
 - Yes
- ***Do you prefer one of the three rail alternatives over the others? What characteristics do you feel distinguish them?***
 - LRT compatible with other existing systems
 - LRT would provide regional trips (longer distance) at a faster rate
 - LRT – easier for Metro to implement (proven)
 - LRT:
 - Same technology
 - Seamless regional system
 - Less air quality impacts
 - Proven technology
 - Diesel engine for Diesel Multiple Unit (DMU) has direct drive (no electric motors for wheels)
 - DMU beneficial – same tracks
 - Star (streetcar) – does not meet regional needs
- ***If one of the rail alternatives were built, would you use it? Which one, and why?***
 - Experience riding LRT
 - LRT
 - Streetcar (only in Santa Ana)
- ***Are any or all of the rail alternatives a reasonable solution considering the investment required to implement it?***
 - If it connects directly with other lines it would be beneficial (Blue Line)
 - Would definitely ride LRT
 - Connection to LA Downtown/LAX: major centers of attraction
 - Above-grade could potentially be noisier (NYC/Chicago)
 - Local trips are important/local mobility
 - LRT (below-grade) can travel through dense or open areas/corridors
 - Cost of fuel will increase, electric is more efficient
 - Yes – LRT
 - Cost and maintenance cheapest
 - Pays for itself
 - Because of economic development
 - Regional integration
- ***Other comments related to rail:***
 - Sharing tracks with freight trains can be a major factor

High-Speed Rail (HSR)

- ***Would HSR meet your community's transportation needs? Why or why not?***
 - Not on this route
 - HSR runs at high speeds outside of urban areas
 - No – Station spacing too far
 - No – Not feasible
 - No – Too expensive to ride
- ***Do you prefer one of the two HSR alternatives over the other? What characteristics do you feel distinguish each?***
 - No
- ***If one of the HSR alternatives were built, would you use it? Why or why not?***
 - If going long travel LA → SF not this corridor
 - Ride for novelty once
 - Too expensive to ride
 - Not enough infrastructure
- ***Is either HSR alternative a reasonable solution considering the investment required to keep it?***
 - Least of our priorities
 - High costs
 - Does not allow for local transit
 - Don't rush into new technologies with public funds
 - Operational challenges = major factors in travel time
 - For this corridor – NO

Other Questions/Comments

- LRT/BRT: High capacity (expandable)
 - Allows for regional/local travelling





APPENDIX D:

COMMENT CARDS




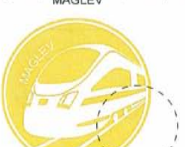
Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	<i>Better than buses, but not a good as LRT, still kind of gimmicky (seems like a cheap alternative)</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Best system, works very well already in Southern California (LA Co. in particular) Ideal for all of the communities in the corridor!</i>
Diesel Multiple Unit (DMU) 	<i>Preferable to high speed, but does not have the advantages of LRT</i>
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	



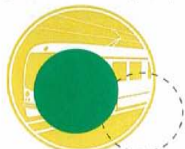



Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	SOUND, PRACTICAL FOR LOCAL SERVICES
Diesel Multiple Unit (DMU) 	POSSIBLY GOOD AS COMBINATION TO SERVE GREATER NUMBER OF USERS (i.e. LOCAL VS EXPRESS)
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	Might be useful along the corridor
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Expanding LRT seen the best option as the new current system seems to be working well.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Handwritten: None</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	Even rail ~ not high speed - medium or reasonable to accommodate city populations moving from A-B. Future of all transit is to go above as the space is unlimited. Better than any on the ground with its many problems.
High Speed Rail (HSR) MAGLEV 	Does not have to be High Speed for local city to city to LA and all points out from there. Maglev on ^{thin} concrete pylons can be put anywhere on all freeways and above freight rail lines to move all of California's people forward into the future. Ground travel is a stick head in the sand. From all points in Southern Calif. Riverside, San Diego - north to SF






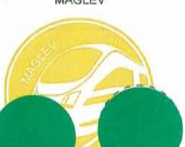
Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	technology already exists - make it elevated to lessen traffic congestion
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	a slow maglev → a fast maglev (South Gate wants a station on Firestone Blvd)







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>No me gustaria la construccion de ningun medio de transporte cerca a mi casa por la razon que traeria muchos problemas con la criminalidad</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>No me gustaria por la criminalidad que trairia a mi ciudad y el ruido</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>The improvements I think would have to be done is the stop light's that are out over streets.</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	We have Experience & Service Experience <u>Elevated</u> - Lower Cost. & Standardize
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	Clean & Quiet - Needs to be multiple stops







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	<p>every thing should be over head so it will not impede traffic. This does not have to be totally high speed</p> <p>maglev system</p> <p>local bus service to branch off</p> <p>over head up riverbed to downtown LA</p>







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Does not change the problems it already has.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>See above</i>
Bus Rapid Transit (BRT) 	Better people downtown but impact on traffic not helped.
Street Car (STCR) 	<i>Same as BRT</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Only plausible option</i>
Diesel Multiple Unit (DMU) 	<i>No diesel</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>No!</i>
High Speed Rail (HSR) MAGLEV 	<i>No!</i>







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	
Bus Rapid Transit (BRT)	Potential. Must be off regular roads + streamlined – Could meet needs of low income families
	
Street Car (STCR)	
	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Possibly
Diesel Multiple Unit (DMU) 	NO
High Speed Rail (HSR) CONVENTIONAL 	NO Paramount is too urban to accept the noise, unsafe conditions, + environmental concerns
High Speed Rail (HSR) MAGLEV 	NO







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	<i>Serve as baseline only.</i>
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	
Bus Rapid Transit (BRT)	
	<i>Will work but not a standardize system</i> <i>#2</i>
Street Car (STCR)	
	<i>Will work but not standard with other systems</i> <i>#3</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	<i>Best potential system, standard with Metro</i> <i>#1</i>
	
Diesel Multiple Unit (DMU)	<i>No, not standard</i>
	
High Speed Rail (HSR) CONVENTIONAL	<i>No, too costly. Will not serve communities</i>
	
High Speed Rail (HSR) MAGLEV	<i>No, too costly, neither system in LA or Orange.</i>
	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	<p>esta opcion me parecen muy bien porque son mejoras para los peatones y nuestra comunidad cea muy bien</p>
Bus Rapid Transit (BRT)	
	
Street Car (STCR)	
	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	
	
Diesel Multiple Unit (DMU)	
	
High Speed Rail (HSR) CONVENTIONAL	
	
High Speed Rail (HSR) MAGLEV	
	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	esta opción Me parecen Muy Bien porque Son Mejorias para los peatones y nuestra comunidad cea muy Bien
Bus Rapid Transit (BRT)	
	
Street Car (STCR)	
	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	
	
Diesel Multiple Unit (DMU)	
	
High Speed Rail (HSR) CONVENTIONAL	
	
High Speed Rail (HSR) MAGLEV	
	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>Esta opcion me parecen muy bien porque son mejoras para los peatones y nuestra comunidad lea muy bien</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	



WEST SANTA ANA BRANCH



ASSOCIATION of GOVERNMENTS



WEST SANTA ANA BRANCH











ASSOCIATION of GOVERNMENTS

Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>This is the quietest and lowest cost. Least impact on traffic.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>We already have empty buses driving around Belflower.</i>
Bus Rapid Transit (BRT) 	<i>BRT seems like it should be quieter than the rail options. Each of the alternatives should <u>not</u> have street crossings at grade.</i>
Street Car (STCR) 	<i>May be too loud for adjacent residents.</i>

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>May be too loud for adjacent residents.</i>
Diesel Multiple Unit (DMU) 	<i>Too loud and smelly.</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>Too expensive and no positive benefits for the community.</i>
High Speed Rail (HSR) MAGLEV 	<i>see above</i>



WEST SANTA ANA BRANCH



ASSOCIATION OF GOVERNMENTS



WEST SANTA ANA BRANCH










ASSOCIATION OF GOVERNMENTS





Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). 
TSM Alternative 	
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	NO
Diesel Multiple Unit (DMU) 	NO
High Speed Rail (HSR) CONVENTIONAL 	NO
High Speed Rail (HSR) MAGLEV 	NO







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Keep neighborhoods as they are without unnecessary outside influence.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>Most existing systems with improvements would be sufficient</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>If Any system would work or be used this would probably be most desirable.</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	<p>Would work for slow speed & serve shopping centers — Is not such a problem with AT grade crossings</p>





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<p>Has Problems with Diagonal Crossings AT GRADE</p>
Diesel Multiple Unit (DMU) 	<p>— Likely will be Replaced by something like fuel cell or nuclear Technology</p>
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	<p>BEST Concept — Does NOT have to be 'High Speed'</p>







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). No
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). No
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	① This would be a breakthrough for orange county. this will connect us to Los Angeles & Los Angeles to us. ② This will be excellent for work commute
Diesel Multiple Unit (DMU) 	No. Politia
High Speed Rail (HSR) CONVENTIONAL 	No. too expensive
High Speed Rail (HSR) MAGLEV 	No. too expensive







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	<i>electric / solar</i>
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>ELECTRIC</i>
Diesel Multiple Unit (DMU) 	<i>DISCONTINUE</i>
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>I DO NOT WANT ANYTHING ON THIS CORRIDOR AS IT RUNS THROUGH MY NEIGHBORHOOD</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	<i>Need electric version</i> <i>Need elec lower</i>
Street Car (STCR) 	<i>Need fewer stops similar to LRT.</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). NOPE IS THE BIGGEST ISSUE @ INTERSECTIONS & BRT STOPS. POSSIBLY USE AN ELECTRIC / CATENARY POWERED ARTIC BUS IN LIEU OF CNG / DIESEL POWERED BUSES. NO BUILD IS NOT A SOLUTION.
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). SHOULD REALLY BE IMPLEMENTED.
Bus Rapid Transit (BRT) 	SUGGESTION USE CATENARY ELECTRIC ARTIC SIMILAR TO DOWNTOWN SAN FRANCISCO. SHOULD BE 2ND OPTION TO LRT.
Street Car (STCR) 	NOPE





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	THE ABSOLUTE BEST & MOST COMPATIBLE OPTION TO EXISTING LOS ANGELES INFRASTRUCTURE. WOULD NEED MITIGATION AT RESIDENTIAL AREAS AND @ START/STOP POINTS SUCH AS INTERSECTIONS.
Diesel Multiple Unit (DMU) 	NOPE!
High Speed Rail (HSR) CONVENTIONAL 	NOPE COST PROHIBITIVE FOR DEVELOPMENT & OPS
High Speed Rail (HSR) MAGLEV 	NOPE COST. COST PROHIBITIVE.







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). Too much dependance on cars & freeways. Smog. Does nothing
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	Psychological barrier (oc). Rough ride Diesel emissions
Street Car (STCR) 	Too slow. Smooth N.







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Smooth clean
Diesel Multiple Unit (DMU) 	Diesel
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	Must consider slower speeds & reflect real cost to build & operate







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	<i>The Corridor still exists and this Real Estate is a golden opportunity to satisfy future transit needs between LA & Orange Counties</i>
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	
Bus Rapid Transit (BRT)	
	
Street Car (STCR)	
	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	<i>yes the preferred alternative</i>
	
Diesel Multiple Unit (DMU)	
	
High Speed Rail (HSR) CONVENTIONAL	
	
High Speed Rail (HSR) MAGLEV	<i>yes consider</i>
	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>I am not sold that the space should be used for transportation at all. My community would benefit greatly from a green belt the and I would like more information on why we need transit downtown.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Seems like an best option for the cost per rider. I prefer at-grade level due to concerns of darkness and creation of at-risk neighborhoods.</i>
Diesel Multiple Unit (DMU) 	<i>I'd like to identify how much pollution will be created. The cost to build has great savings that could be used for pollution prevention programs.</i>
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). OUR COMMUNITIES NEEDS ^{SOME TYPE OF} SOMETHING TO BE TRANSPORTATION ALTERNATIVE.
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). MORE BIKE PATHS.
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	THE OTHER RAIL THAT IS BETTER THAN DMU. I WOULD FIGURE OUT HOW MUCH POLUTION/SPACE THIS WOULD DO. OPION







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	MOST ELECTRIC RAIL - BEST FOR DENSE SMALL COMMUNITIES.
Diesel Multiple Unit (DMU) 	RESIDENTIAL AREAS WOULD NOT APPROVE
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Would prefer a transit option above grade that could incorporate green spaces. Connectivity between down the green line & downtown important.
Diesel Multiple Unit (DMU) 	Concerned about increasing carcinogenic diesel emissions throughout the community.
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>I'll just be a good listener...</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>this would be the Best of All types it would Help Restore PE to the</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	Make green space of bike paths.
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	Poor antiquated option.
Bus Rapid Transit (BRT)	Would not serve the need of 105 corridor residents
	
Street Car (STCR)	Cost too ROI / Ridership not good for costs
	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	Best option if it could remove traffic from 710 & 5 Freeways. Should have option straight to Union Station not going to 110. Best option. Acquisition is HUGE issue.
	
Diesel Multiple Unit (DMU)	See above.
	
High Speed Rail (HSR) CONVENTIONAL	Too costly to ride Too short of distance Too expensive. Acquisition is totally unworkable.
	
High Speed Rail (HSR) MAGLEV	See conventional
	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	<i>seems inefficient</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>seems efficient</i>
Diesel Multiple Unit (DMU) 	<i>air quality an issue w/ diesel</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>does not meet commuter transit needs</i>
High Speed Rail (HSR) MAGLEV 	<i>does not meet commuter transit needs</i>







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>I feel that building anything on the PE right of way will NOT benefit the community. It will bring noise, pollution & increased traffic congestion to a peaceful residential area. I definitely oppose any alternative that will take an individual or business's property & it can also bring crime to the area.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>I don't think that this project is the best use of public funds.</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). this is not proactive
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	good only if above grade so no need to stop for cross traffic
Street Car (STCR) 	good only if above grade so no need to stop for cross traffic







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	good only if above grade so no need for cross traffic
Diesel Multiple Unit (DMU) 	high pollution
High Speed Rail (HSR) CONVENTIONAL 	Appropriate for long distances only (LA to SF)
High Speed Rail (HSR) MAGLEV 	Appropriate for long distances only (LA to SF)







Public Comment Card**Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis**

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). No
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). No
Bus Rapid Transit (BRT) 	I would not use it. I would still drive my car.
Street Car (STCR) 	No







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	This might work – not a bad option but not as good as Maglev.
Diesel Multiple Unit (DMU) 	I have a strong concern about the pollution & the environmental impact.
High Speed Rail (HSR) CONVENTIONAL 	No
High Speed Rail (HSR) MAGLEV 	A high speed moderately fast (70-90 mph) with a few stops. One in Bellflower. We are LA County should be the trend setter. If this is meant for 2023 then this I believe is the best and only option to get people out of their cars pushing mass transportation. I like that it's quiet.







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>No, undeveloped property leads to higher crime</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	<i>No, increased crime, slower than the freeway</i> <i>Drag racing on Orange Line corridor</i> <i>Greater # of home break-ins</i>
Street Car (STCR) 	<i>No, slower than the freeway</i>



ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>maybe, Only with Express service</i> <i>otherwise it doesn't make sense</i>
Diesel Multiple Unit (DMU) 	<i>No, too slow & polluting</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>No, too much stopping distance</i> <i>will cost to depend on speed?</i>
High Speed Rail (HSR) MAGLEV 	<i>Yes</i> <i>will initial building costs be reduced at reduced speeds?</i> <i>will reduce speeds reduce decibel level</i> <i>will reduce speed allow for more stops and increased ridership?</i>





seems like this was geared for LRT







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>would enable more us by the community</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	<i>would work well in a stop & go plan would also be better</i>







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	<i>Elevated Rail. - Cost Effective - Older Technology</i> <i>Less attractive to average rider.</i>
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Highly Regulated area. - Few alternatives in this corridor - has proven in similar areas.</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	<i>With frequent stops & competitive rider costs.</i> <i>Faster acceleration/deceleration.</i> <i>Not yet proven for this application - frequent stops.</i>






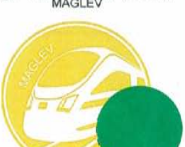
Public Comment Card

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Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	Get rid of Diesel and this would be okay I want to get where I need to go fast. That's why I don't use the buses now to slow and like I said before stops at every corner
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	I like the idea, because high speed would take me where I would like to go faster without all traffic and stops I don't use like rail or buses to slow always has to stop on every corner. with high speed rail I would use it all the time. doesn't have to go 300 m, 70-100 mpr. outside It would be quiet.







Public Comment Card**Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis**

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). No. Wouldn't Ride. Rather Drive.
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). NO
Bus Rapid Transit (BRT) 	Would not Ride
Street Car (STCR) 	Too slow AND Interferes with Traffic. N/A for Corridor







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Not fast enough.
Diesel Multiple Unit (DMU) 	Pollution, Noise
High Speed Rail (HSR) CONVENTIONAL 	Too Noisy
High Speed Rail (HSR) MAGLEV 	RAN AT A LOWER SPEED THEN WHAT WAS FIGURED ON THE "INITIAL SCREENING RESULTS" PAPER, AND MORE STOPS. We need to think into the future ELEVATED







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). Too much Demand
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	No such thing as <u>BUS</u> <u>RAPID</u>
Street Car (STCR) 	Too slow







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Too noisy
Diesel Multiple Unit (DMU) 	Diesel fumes
High Speed Rail (HSR) CONVENTIONAL 	Not enough stops
High Speed Rail (HSR) MAGLEV 	AT SLOWER SPEEDS W/ (ALMOST) AS MANY STOPS AS LRT







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	Low speed







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	<i>NO, Diesel fuel use</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>NO, too high cost</i>
High Speed Rail (HSR) MAGLEV 	<i>NO, too high cost. health concerns</i>







Public Comment Card

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Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). Lame!
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). Bet. Not fast enough capacity is too low not worth investment Better than nothing
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	Great for "community" Use for fun/recreation Use for connection w/in city Nostalgic! Cool Factor






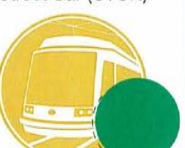
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	More practical Better for commuters Could also serve as catalyst to local development around stops
Diesel Multiple Unit (DMU) 	I would only use for "weekend" adventures Not practical
High Speed Rail (HSR) CONVENTIONAL 	Might use once just to say I rode a mag-lev. Too expensive Impractical for Bellflower
High Speed Rail (HSR) MAGLEV 	 Same opinion







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	I LIKE THE LOOK & THE FACT that it communities will benefit from the frequent stops.







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Interfere with Resident Privacy & Noise Factor
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	TRAN SYS MBT PREFER TSM ALT IF BELOW GRADE MODE OF TRANSPORTATION CANNOT BE BUILT
Bus Rapid Transit (BRT)	
	NO
Street Car (STCR)	
	POSSIBLE ALTERNATIVE - SOME TRACK AT GROUND LEVEL SOME TRACK BELOW GRADE NEAR OR BEHIND RESIDENCE







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	Possible
	
Diesel Multiple Unit (DMU)	NO
	
High Speed Rail (HSR) CONVENTIONAL	NO
	
High Speed Rail (HSR) MAGLEV	TOO SLOW FOR CORRIDOR
	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	- LOWEST COST, QUICKEST THAN AROUND - SLOW -- LOW CAPACITY
Street Car (STCR) 	- cool factor, more stops - community oriented





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	- FASTEST, MOST PROVEN OPTION MOST PRACTICAL
Diesel Multiple Unit (DMU) 	Diesel = Bad for environment
High Speed Rail (HSR) CONVENTIONAL 	TOO EXPENSIVE, NOT BRIGHT STOPS
High Speed Rail (HSR) MAGLEV 	" " " "







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	TOO MUCH IMPACT ON LOCAL TRAFFIC
Street Car (STCR) 	TOO MUCH IMPACT ON LOCAL TRAFFIC



ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	NO.
High Speed Rail (HSR) CONVENTIONAL 	DOES NOT FIT ORIGINAL PREMISE OF LOCAL TRANSPORT
High Speed Rail (HSR) MAGLEV 	UNAFFORDABLE FINANCIALLY INEFFICIENT / RISK TECHNOLOGICALLY. NOT HERE





OVERALL: WHERE/HOW CAN YOU RAISE \$ TO FINANCE THIS?







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	








ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). 
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	








ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). 
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	Building is needed due to population growth
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	Same as above
Bus Rapid Transit (BRT)	
	Good idea if it has its own right of way & limited stops without excluding any towns. With average trip from Santa Ana to LA no more than 1 hour or close.
Street Car (STCR)	
	Good idea with separate right of way & with distance between stops increased to 1.0 - 1.5 miles as with light rail. & with park & ride at major end points or major cities. Will support cities well.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	Very practical - able to meet the population growth - affordable to ride
	
Diesel Multiple Unit (DMU)	Don't like dependency on fossil fuel
	
High Speed Rail (HSR) CONVENTIONAL	Not practical & too expensive for the surrounding communities residents
	
High Speed Rail (HSR) MAGLEV	Not practical - too expensive for surrounding communities residents
	











Huntington Park - December 1, 2010 - Comment Card #1

Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Best ALTERNATIVE</i>
Diesel Multiple Unit (DMU) 	<i>Good for local service</i>
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	<i>NOT PRACTICAL</i>











Huntington Park - December 1, 2010 - Comment Card #2

Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). no! Don't waste the ROW!
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). no! Don't waste a perfect ROW on a Bus! (no orange line mistake again)
Bus Rapid Transit (BRT) 	No! See Above ↑
Street Car (STCR) 	(Love streetcars!) But wrong mode - Not meant for long trips (Feeder or circulator ok)

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	#1 Yes! = If you use Blue Line connection to Access Downtown LA and Downtown Santa Ana (Replaces Santa Ana "streetcar") Would be nice if the last mile into Santa Ana Transit Center was a Tunnel.
Diesel Multiple Unit (DMU) 	#2 Yes! = If you use UP or Amtrak ROW on the north end. On either #1 or #2, Don't short stop Santa Ana by forcing a mode change. make sure gets to Santa Ana Transit Center. (Amtrak and Metrolink)
High Speed Rail (HSR) CONVENTIONAL 	✓ No! ✓ Wrong mode for this corridor (Too few stops) ✓ no connections - South end especially
High Speed Rail (HSR) MAGLEV 	✓ No! ✓ Wrong mode for this corridor (Too few stops) ✓ no connections - South end especially











Huntington Park - December 1, 2010 - Comment Card #3

Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Not useful: the corridor needs a solution.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>Not useful: the corridor needs a transit line.</i>
Bus Rapid Transit (BRT) 	<i>Limited usefulness.</i>
Street Car (STCR) 	<i>A bit too slow for such a long corridor.</i>

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Best solution: very flexible transit mode with existing infrastructure (Metro rail facilities). Best route uses Salt Lake & Randolph, with a stop in downtown Huntington Park.</i>
Diesel Multiple Unit (DMU) 	<i>Second choice. Cost-effective, but pollutes. But better is EMU (electrical multiple unit) because less pollution.</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>No. Useless to the community.</i>
High Speed Rail (HSR) MAGLEV 	<i>No. Useless to the community.</i>







Huntington Park - December 1, 2010 - Comment Card #4





Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	This should be the CPA! However, we need to include Bike & Ped modes on this alternative. Making this it a multi-modal corridor that can be enjoyed by a greater population. It's also the most affordable and has greatest probability for development.
Street Car (STCR) 	Good alternative.



ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Good alternative - wish to see this come to realization.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Huntington Park - December 1, 2010 - Comment Card #5





Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	



ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Huntington Park - December 1, 2010 - Comment Card #6





Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	RESIDUE IF NOT REACH FUND FOR RAIL
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	BEST OPTION COULD INTERACT WITH PART OF SYSTEM COMPATIBLE WITH LINE 801-802-804 MTR CENSURE
Diesel Multiple Unit (DMU) 	NOISE
High Speed Rail (HSR) CONVENTIONAL 	NOT FOR LOCAL SERVICE
High Speed Rail (HSR) MAGLEV 	NOT FOR LOCAL SERVICE







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	






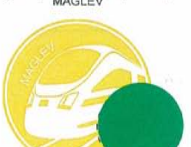
Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	Ridership is not as high.
Street Car (STCR) 	Nice but not practical.







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Practical, funding relief traffic
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	Funding seems to be an issue on this system.







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>To expedite a much needed system ASAP. Also, cost-effective at the same time.</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	<i>For long trips - San Diego, San Francisco, Las Vegas, consideration.</i>
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>more rapid built and probably less money to build</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	No Tires will contamination
Street Car (STCR) 	Yes if is Electric







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	yes if is Electric
Diesel Multiple Unit (DMU) 	yes if has clean diesel
High Speed Rail (HSR) CONVENTIONAL 	No not for this community
High Speed Rail (HSR) MAGLEV 	No not for this community







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	



ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	WANT TO MAKE SURE THAT ONE OF THE POSSIBILITY OPTION FOR @ SECOND OR FIRST STATION WILL BE INCLUDED ON THE STUDY TO INCLUDE DRAFT BL. AMONGST FOR A FUTURE BUS. DEVELOPMENT RAILROAD ETC.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	








Huntington Park - December 1, 2010 - Comment Card #14






Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	 <i>Option #2</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Option #1</i>  <i>this Benefit to our community</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>paradas cerca conexión a distancia</i> <i>asegurar estación en Randolph y Pacific</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	With a more sophisticated transportation!
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	Mejor esta por el costo bajo y porque es mas seguido las paradas
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	es de las mejores alternativas por el costo para el viajero y paradas seguidas y es local y Regional
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	A Streetcar would be a good alternate option to the LRT although the travel speed would decrease than the LRT option.







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	@ grade LRT would be appropriate for our Community (like the Gold Line Eastside Extension). It would be economical + fitting. I do not support above-grade or a tunnel option. In choosing LRT, I would suggest the alignment run through or entice the creation of commercial + mixed-use housing projects along the Corridor.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>ridiculous! Let's make some progress!</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>This is acceptable as an interim only.</i>
Bus Rapid Transit (BRT) 	See my comments re: LRT Prefer an electric BRT.
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	LRT would meet my requirements. I prefer the elevated R.O.W. for safety & noise. The financial costs are reasonable. The LRT will also promote other uses, i.e. commercial/residential, parks. If BRT is selected, consider electric buses (L.A.) operated there 50 years ago.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	Not practical for local or medium distance travel.
High Speed Rail (HSR) MAGLEV 	Same as conv. HSR.







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	






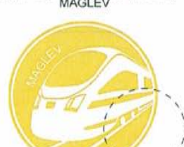
Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	But too expensive to ride and build







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Garden Grove - December 2, 2010 - Comment Card #7





Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). This condor runs behind my backyard. Noise, vibration, and air quality concerns do to proximity.
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	



Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	WITH FREQUENT STOPS, THIS MAY SERVE ME WELL. IF IT GOES NEAR MY WORK OR NOT, IF IT STOPS AT MAJOR INTERSECTIONS. THE PLACE WOULD BE A FACTOR TO USE IT.







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Best option for me to get to work from G.G. to Santa Ana Depending on the stations, I would or would not use it.
Diesel Multiple Unit (DMU) 	Boo, less dependant on fossil fuel
High Speed Rail (HSR) CONVENTIONAL 	Next stop @ Santa Ana → too far away to use
High Speed Rail (HSR) MAGLEV 	Boo, made in China




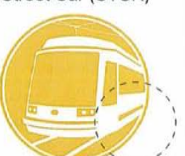


Table 4

Public Comment Card





Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). need public transport
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). need additional public transport
Bus Rapid Transit (BRT) 	noisier
Street Car (STCR) 	fewer passengers / cars less desirable prefer light rail



count my three votes





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	cost effective similar alignment to LA. system feasible reasonable fare at \$1.50 regional connection
Diesel Multiple Unit (DMU) 	noisier less desirable
High Speed Rail (HSR) CONVENTIONAL 	1) noisy 2) expensive 3) vibration 4) 100 homes needed to be acquired
High Speed Rail (HSR) MAGLEV 	both 5) costly No, No, No







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	Connections - are one problem. How often would come - more often at rush areas.
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Blends w LA system Little farther between stations - Cost effective per mile
Diesel Multiple Unit (DMU) 	Air Quality - Cost per Trip - too higher Slightly more pollution.
High Speed Rail (HSR) CONVENTIONAL 	Noisy Expensive Vibrations Elevated Electrical - Cost To Ride Too high
High Speed Rail (HSR) MAGLEV 	Noisy Expensive Vibrations Elevated Electrical - Cost To Ride Too high







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Build nothing - waste of money at this time! You would be building a bridge to nowhere!</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>Maximize use of existing transportation!</i>
Bus Rapid Transit (BRT) 	—
Street Car (STCR) 	—





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). MAXIMIZE CURRENT ASSETS
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). READING THE PAST FEW YEARS - RIDERSHIP ON OCTD NETWORK HAS DECLINED. NOT SURE WHO "NEW" RIDERS WILL COME FROM
Bus Rapid Transit (BRT) 	BRT IS THE MOST ECONOMICAL WITH THE LEAST IMPACT ON EXISTING TRAFFIC.
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Build nothing, maintain what exists and pray for economic turnaround.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>If this is the choice, let's use the land for parks & recreation.</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	<i>Possibility - less costly - should be elevated.</i>
Street Car (STCR) 	<i>Need more information on this - sounds interesting</i>





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Could connect to existing system.</i>
Diesel Multiple Unit (DMU) 	<i>Doesn't sound very good, environmentally</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>Possibility</i>
High Speed Rail (HSR) MAGLEV 	<i>Probably too far-out for the present economy - but looks interesting.</i>







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>complete what you are working on!</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>improve present system</i>
Bus Rapid Transit (BRT) 	<i>elevated would be good</i>
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	<p><i>We need high speed rail. Let's get into the 21st Century - We'll provide jobs and help the economy</i></p>
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Nothing newly funded.</i>
TSM Alternative 	
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	<i>No to expensive - noise - fr.</i>







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	






ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Best use of available assets and connecting with existing rail lines.</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	








Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative No 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). This alternative is also fairly cost-effective. I like the wider-spaced stops, although it might deter users from walking to the station. It would also allow cyclists to put the bike on the bus.
Bus Rapid Transit (BRT) Yes 	I wrote in the wrong box - sorry! 
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Relatively economical to build and operate, cars accommodate cyclists who want to mix modes, light rail is fun! 
Diesel Multiple Unit (DMU) 	way too noisy & smelly.
High Speed Rail (HSR) CONVENTIONAL 	These 2 options serve users who are traveling regionally. My focus is more local, so I'm biased against these for this corridor.
High Speed Rail (HSR) MAGLEV 	That said, I'm interested (though not wildly enthusiastic) about the high speed rail proposal to Las Vegas, but I believe our transit \$ would be better spent on conventional transit.







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	I would use this, but much prefer light rail.
Street Car (STCR) 	Same comment as for BRT







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	This option is dramatically better to me than any of the others.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	I would only rarely use
High Speed Rail (HSR) MAGLEV 	I would not use this due to the cost.







Public Comment Card

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No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>Rail project have not attracted enough ridership so pay for the project Noise & Vibration impact some property to not accessible</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>Too much noise</i>
Bus Rapid Transit (BRT) 	<i>Noise too much</i>
Street Car (STCR) 	<i>Noise too much</i>







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Still concerned about Noise & Vibration</i>
Diesel Multiple Unit (DMU) 	<i>Noise Problems Air Quality Problem</i>
High Speed Rail (HSR) CONVENTIONAL 	<i>Too costly Question ridership ESTIMATES</i>
High Speed Rail (HSR) MAGLEV 	<i>Price Estimated Very Costly</i>



Public Comment Card





Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	CANNOT AFFORD TO DO NOTHING GRIDLOCK
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	NOT ADEQUATE TO SUSTAIN POPULATION GROWTH CONGESTION
Bus Rapid Transit (BRT)	SOCIO-ECONOMIC STIGMA OF MINORITY AND/OR LOW-INCOME RIDERSHIP DEEMS THIS METHOD AS UNSUCCESSFUL.
	
Street Car (STCR)	LESS PEOPLE GREATER COMMUNITY COST EFFECTIVE TO BUILD. INTERACTION INCREASES PROPERTY VALUES ALONG THE ROUTE. INCREASES BUSINESS OPPORTUNITIES ALONG THE ROUTE. QUIETER
	



CONNECTIVITY - REDUCES TRAFFIC





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
* Light Rail Transit (LRT) BEST OF THE THREE 	MORE PEOPLE COST EFFECTIVE TO BUILD GREATER INCREASES PROPERTY VALUES ALONG THE ROUTE. INTERACTION INCREASES BUSINESS OPPORTUNITIES ALONG THE ROUTE QUIETER
Bike Route	
Diesel Multiple Unit (DMU) 	• NO LINES COST EFFECTIVE TO BUILD GREATER INCREASES PROPERTY VALUES ALONG THE ROUTE. INTERACTION INCREASES BUSINESS OPPORTUNITIES ALONG THE ROUTE - NOISIER
High Speed Rail (HSR) CONVENTIONAL 	CONSTRUCTION COSTS 4 Times Greater BYPASSES BUSINESS OPPORTUNITIES COSTLY TO BUILD COSTLY TO RIDE
High Speed Rail (HSR) MAGLEV 	CONSTRUCTION COSTS 4 Times Greater BYPASSES BUSINESS OPPORTUNITIES. COSTLIEST OF ALL TO BUILD NOISIEST OF ALL COSTLY TO RIDE PRIVACY IMPACTED







Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	








ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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Bus Rapid Transit (BRT) 	
Street Car (STCR) 	

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	



WEST SANTA ANA BRANCH



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Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). <i>might as well drive a car</i>
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>to slow.</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	



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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	<i>too many stop's NEVER get up to speed.</i>
High Speed Rail (HSR) MAGLEV 	<i>too many stops.</i>



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Public Comment Card

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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	










ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
<p>No Build Alternative</p> 	<p>Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).</p> <p>FAVORED</p> 
<p>TSM Alternative</p> 	<p>Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).</p> <p>ALREADY BEING DONE</p> 
<p>Bus Rapid Transit (BRT)</p> 	<p>NATURAL GAS PROBABLY. 15 TO 20 MINUTE INTERVALS</p> <p>NO - DISRUPTS NORMAL TRAFFIC</p>
<p>Street Car (STCR)</p> 	<p>STOPS 1/4 TO 1/2 mile.</p> <p>NO - DISRUPTS NORMAL TRAFFIC - WOULD HAVE TO BE PRIMARILY ELEVATED</p> 







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
<p>Light Rail Transit (LRT)</p> 	<p>GOLD/BLUE LINE ETC</p> <p>1 TO 1/2 MILE BETWEEN STATIONS - ELECTRIC</p> <p>10 MINUTE CYCLES - ALL TYPES.</p> <p>NO</p>
<p>Diesel Multiple Unit (DMU)</p> 	<p>DIESEL - CAN USE FREIGHT TRACKS</p> <p>DIES NOT MAKE SENSE IN NEIGHBORHOOD.</p> <p>NO</p>
<p>High Speed Rail (HSR) CONVENTIONAL</p> 	<p>COST PROHIBITIVE</p> <p>A TO B ONLY</p> <p>NO</p>
<p>High Speed Rail (HSR) MAGLEV</p> 	<p>COST PROHIBITIVE</p> <p>A TO B ONLY</p> <p>NO</p>



Public Comment Card

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No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). 
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	FAST SLOW, NOISE Quiet
Street Car (STCR) 	SLOW, QUIET 



WEST SANTA ANA BRANCH



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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	 FAST MORE OR LESS QUIET ON GRADE CROSSING
Diesel Multiple Unit (DMU) 	NOISEY
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	



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Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	<p>This is the only one I support. Destroying the suburbs for this plan is ridiculous. I question year-round ship numbers, and cost will end up 2-3-4-10 times your figures. Where's the money going to come from?</p>
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	
Bus Rapid Transit (BRT)	
	
Street Car (STCR)	
	<p>Probably only one - due to maintenance being lowest but frequency of trips will kill it - B grade sew - no separators - traffic - just can't work.</p>



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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	
	
Diesel Multiple Unit (DMU)	
	
High Speed Rail (HSR) CONVENTIONAL	
	
High Speed Rail (HSR) MAGLEV	
	



WEST SANTA ANA BRANCH











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Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	Living on corridor, and age (61) would influence my feelings of a rail system – Not for me personally
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	Hard to project for future – I make my decision based on now
Bus Rapid Transit (BRT)	Natural Gas good – still smells? 5-7 minutes too frequent – Too many stops
	
Street Car (STCR)	1/4 to 1/2 mile stops – 1-3 miles
	

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	35-40mph electric 1 mile to 2 mile Traffic congestion 10 minutes
	
Diesel Multiple Unit (DMU)	diesel use same tracks N. of Paramount No
	
High Speed Rail (HSR) CONVENTIONAL	4-5 stops No
	
High Speed Rail (HSR) MAGLEV	No
	



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Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

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No Build Alternative 	Finish building already funded projects — serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	Cheapest. People know what buses are People are familiar w/
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	People are most familiar w/
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	Not frequent enough. Too expensive There is already a high speed rail being built. Make sure the high speed rail is successful, before building this one







Public Comment Card

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	<i>Please do not waste time w/ no build alternative. We need <u>all</u> transportation systems.</i>
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	<i>Existing system will never be enough even with improvements. The growing & changing demographics require more mass transit systems.</i>
Bus Rapid Transit (BRT)	
	<i>maybe OK.</i>
Street Car (STCR)	
	<i>Too slow & limited ridership!</i>










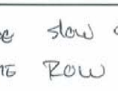
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	
	<i>I prefer this system w/ large capacity for passengers & very fast system.</i>
Diesel Multiple Unit (DMU)	
	<i>Too much distance between stops</i>
High Speed Rail (HSR) CONVENTIONAL	
	<i>Out of the question. Total line distance is too short</i>
High Speed Rail (HSR) MAGLEV	
	<i>Same as above!</i>











Public Comment Card

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No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). 
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). 
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	too slow and low capacity for the ROW Distances 





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Train 	The best alternative, sufficient width on the ROW. 
Diesel Multiple Unit (DMU) 	Only Feasible if headways are at 30min or less. Too expensive if comparable to Metrolink service; fare structures 
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card**Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis**

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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). AKIN TO PACIFIC ELECTRIC TRAIL IN INLAND EMPIRE - APPEALING FOR PEOPLE WHO LIVE ALONG THE ROW.
Bus Rapid Transit (BRT) 	APPEALING FOR STUDENTS (WITH LOW FARES) NOT AS FAST AS LRT MORE CONFUSING TO RIDE THAN LRT PERHAPS QUIETER & MORE FLEXIBLE THAN LRT, BUT TEND TO BE SMELLY & SLOW
Street Car (STCR) 	more APPEALING THAN BUS IN SOMEWAYS, BUT LRT MAKES MORE SENSE THAN BRT OR STCR FOR THIS AREA







ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	MOST EFFICIENT FOR SPEED, ENV. IMPACT, FARE, CAPACITY, SUSTAINABILITY I WOULD BE SKEPTICAL IF I LIVED ON ROW.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	Too expensive to build, to run, to operate ride.







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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	I would like to see this area developed into a green area with bike paths and sidewalks for the communities to enjoy. A Bike path that will connect with the existing ones.
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	Improve the current bus system on the existing streets. Currently there are not enough buses and connections for people to get encourage to use this system.
Bus Rapid Transit (BRT)	
	
Street Car (STCR)	
	Almost as flexible as the bus system, but it might carry more people.






ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	
	
Diesel Multiple Unit (DMU)	
	
High Speed Rail (HSR) CONVENTIONAL	
	
High Speed Rail (HSR) MAGLEV	
	








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No Build Alternative 	
TSM Alternative 	<i>Trans Syn Mgt - use better</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	




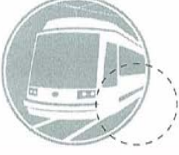
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	

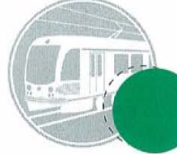
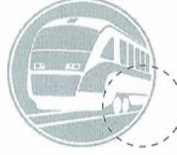




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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	<i>This would be better for the air this section of La Palma</i> 1. noise 2. vibration 3. Air Quality
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	



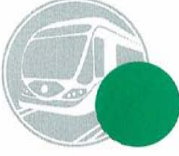
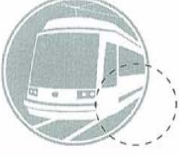
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







Public Comment Card

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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	



ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	Can expand ridership by adding on cars. Like "Buy American" Easy connection to other modes of transp. - other rail LRT
Diesel Multiple Unit (DMU) 	Same as above.
High Speed Rail (HSR) CONVENTIONAL 	This would not fit this corridor. Too expensive
High Speed Rail (HSR) MAGLEV 	Too expensive


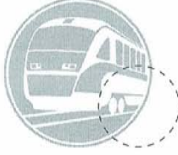




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No Build Alternative	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
	
TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	
Bus Rapid Transit (BRT)	<i>Dedicated R/W Pre-Sale Tix.</i>
	
Street Car (STCR)	<i>Street level boarding Shorter stops</i>
	




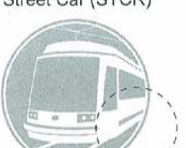
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	<i>Platform, elevated boarding wider spaced stops</i>
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







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TSM Alternative	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
	
Bus Rapid Transit (BRT)	<p>SOUND BARRIERS vibration concern in comparison to local streets.</p> <p>NOT FAMILIAR WITH USE of TRANSIT FACILITIES, so hard to compare.</p>
	
Street Car (STCR)	
	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT)	
	
Diesel Multiple Unit (DMU)	MIGHT RUN ON RAILS BUT Diesel Fuel
	
High Speed Rail (HSR) CONVENTIONAL	NOT Feasible for this AREA.
	
High Speed Rail (HSR) MAGLEV	
	







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Bus Rapid Transit (BRT) 	
Street Car (STCR) 	


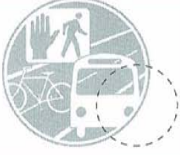
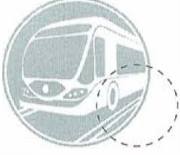

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	

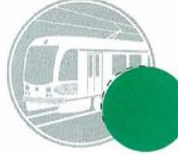





Public Comment Card

Pacific Electric Right-of-Way / West Santa Ana Branch Corridor Alternatives Analysis

Please share your thoughts on the eight (8) alternatives. Indicate your preferences for three (3) alternatives to be studied further using the green stickers provided during the workshop.

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	





ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	MY PREFERENCE. RAILFANS SHOULD BE WELCOMED, CHECK OUT BNSF RAILWAY'S "CITIZENS FOR RAIL SECURITY" PROGRAM.
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	3RD choice
Street Car (STCR) 	2ND choice


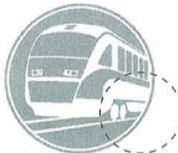


ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	1st choice It's ALREADY in operation Locally Less Poluting
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	GOOD idea FOR LONGER DISTANCE

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TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	




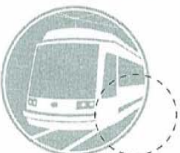
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 	







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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option). STUCK IN TRAFFIC.
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <u>BIKE LANE?</u>
Bus Rapid Transit (BRT) 	DOWN TOWN V, NO CROSS TRAFFIC ↑ BIKE RACKS ✓. EASILY DETOURED QUICKEST DEVELOPMENT AND IMPLEMENTATION ALLOWS RUNOFF TO PERCOLATE.
Street Car (STCR) 	SLOW, NOT AS REGULAR, LIMITED CAPACITY, LIMITED TO NETWORK






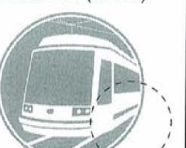
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	DESIGNATED RAIL, CAN GO UNDERGROUND TAKE A BIKE, ROLL RIGHT ON. NOT CLOSED DUE TO SUICIDE/MAINTENANCE LEAST IMPACT TO PED/BIKE ACCESS
Diesel Multiple Unit (DMU) 	CAN USE EXISTING TRACKS, FOSSIL FUELS. EASILY SEALED GRADE SEPARATIONS WILL BE MORE SUBSTANTIAL
High Speed Rail (HSR) CONVENTIONAL 	CANT RUN ON NORMAL RAILS
High Speed Rail (HSR) MAGLEV 	GO TO VEGAS?, ANYWHERE?







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ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option).
Bus Rapid Transit (BRT) 	- Reluctant 2 nd choice - Not good for generating economic development as a long term investment.
Street Car (STCR) 	- Way too many stops for a regional project - Should only be considered for local neighborhoods




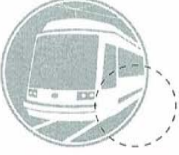
ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	- Best Solution!!! - Does not pollute and will generate time savings and economic development.
Diesel Multiple Unit (DMU) 	- Not compatible with current LRT system. - Polluter - less ideal
High Speed Rail (HSR) CONVENTIONAL 	- For California yes but for this corridor no.
High Speed Rail (HSR) MAGLEV 	- 11






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No Build Alternative 	Finish building already funded projects – serves as baseline against which other alternatives will be evaluated (required option).
TSM Alternative 	Maximize use of existing transportation network with low cost operational improvements to current facilities and services (required option). <i>Transit System Management</i>
Bus Rapid Transit (BRT) 	
Street Car (STCR) 	

ALTERNATIVES	PLEASE SHARE YOUR THOUGHTS ABOUT THE ALTERNATIVES
Light Rail Transit (LRT) 	
Diesel Multiple Unit (DMU) 	
High Speed Rail (HSR) CONVENTIONAL 	
High Speed Rail (HSR) MAGLEV 